# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4819 | 光緒三十一年三月初七號 | TUESDAY, APRIL 11, 1905. | 二拜禮 | 香港英文四月十一號 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.


## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,720,000

*Head Office:*—YOKOHAMA.

*Branches and Agencies.*

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHWANG.
TIENTSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20

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HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,000,0
Silver Reserve .....$ 8,000,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq. | H. Schubart, Esq.
Hon. W. J. Gresson. | E. Shellim, Esq.
A. Haupt, Esq. | Hon. R. Shewan.
G. H. Medhurst, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 27th March, 1905. [22

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

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THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [2

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INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,947,200
RESERVE FUND .....GOLD $ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 18th February, 1905. [21

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IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896

Shanghai Taels.
SUBSCRIBED CAPITAL ..... 5,000,000
PAID-UP CAPITAL ..... 2,500,000

*Head Office:*—SHANGHAI.

*Branches and Agencies.*

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
4 per Annum Fixed Deposits for 3 months.
4½ „ „ 6 „
5 „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19

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THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS .....£800,000
RESERVE FUND .....£800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

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ALL SUFFERERS
FROM
NERVOUSNESS AND GENERAL DEBILITY
SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES..... $1.50.

THE PHARMACY,
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.,

Hongkong, 28th May, 1895 [57

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JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

38]

## Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STEAMERS. | TO SAIL ON | REMARKS. |
|---|---|---|---|
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ..... | MANILA ..... H. G. H. Lewellin, R.N.R. | About 12th April | Freight and Passage. |
| YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea). | POONA ..... C. R. Longden, R.N.R... | About 15th April | Freight only. |
| SHANGHAI..... | CHUSAN. ..... H. W. Kenrick, R.N.R... | About 21st April | Freight and Passage. |
| LONDON, &c..... | SIMLA..... F. R. Summers..... | April 22nd, Noon | *See Special Advertisement.* |

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 8th April, 1905. [2

## Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

BRINSMEAD, STEINWAY, BROADWOOD, COLLARD & COLLARD, CHALLEN, DORNER, &C.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism is made from the best materials only.

We have the longest experience in The Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34

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KÜPPER'S
PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
*SOLE AGENTS.*

15, QUEEN'S ROAD CENTRAL,
Hongkong, 1st April, 1905. [37

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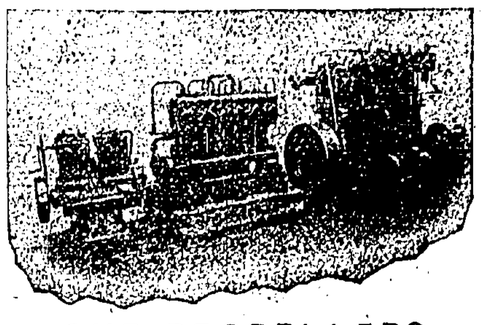
E. C. WILKS & Co.,
CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS
For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
„ W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
„ H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [201

## Intimations.

When you feel in need of something to refresh the body and at the same time nourish and sustain—something to make you strong, hale and hearty—try a cup of Bovril.

BOVRIL

57]

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YEBISU BEER.

Per Case of 8 Dozen Pints - - - - $15.50.

*Sole Agents,*
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36

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JOHN DEWAR SONS & CO., PERTH
WHISKY,
Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [39

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This space is reserved for
LONG, HING & Co.,
PHOTO GOODS DEALERS,
17B, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45

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ACHEE & Co.,
祥利廣
ESTABLISHED 1859.

FURNITURE
COMPLETE STOCK OF
HOUSEHOLD REQUISITES, &c., &c.
TELEPHONE 256.

Hongkong, 30th March, 1905. [41

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HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26

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MACAO AND CANTON HOTELS.
A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

[77

## Shipping—Steamers.

# HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " R. D. Thomas.
" "FATSHAN," .....2,260 " ..... " W. A. Valentine.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANUI".....Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single $17.50, Return $30.00. Round trip tickets to Wuchow returning viâ Canton or vice versa $36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon.....Single $6.00
Hongkong to Kumchuk .....Single $7.00

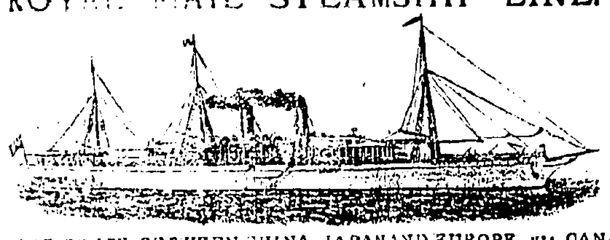
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905. [9

# CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"... 6,000 Tons..... WEDNESDAY, 19th April.
" "TARTAR" ..... 4,425 " ..... WEDNESDAY, 26th April.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 10th May.
" "ATHENIAN"..... 2,440 " ..... WEDNESDAY, 24th May.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 31st May.
" "EMPRESS OF INDIA"... 6,000 " ..... WEDNESDAY, 21st June.

Hongkong to London, 1st Class.....viâ St. Lawrence £60. Viâ New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Tours, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 29th March, 1905. [10

# HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
*SUBJECT TO ALTERATION.*

| STEAMERS. | DESTINATIONS. | SAILING DATES. | |
|---|---|---|---|
| SILESIA ..... Bahle ..... | HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 20th April. | Freight and Passengers. |
| SERBIA..... Jacob ..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 1st May. | Freight. |
| SLAVONIA ..... Madsen ..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 2nd May. | Freight and Passengers. |
| SEGOVIA ..... Schoenfeldt..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 10th May. | Freight. |
| SENEGAMBIA ... Jaburg..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 30th May. | Freight. |
| C. FERD. LAEISZ von Hoff ..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 13th June. | Freight. |
| BRISGAVIA ..... Schmidt ..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 27th June. | Freight. |
| NUBIA ..... Habel ..... | NEW YORK VIA SUEZ, with liberty to call at the Malabar coast. | 25th May. | Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 10th April, 1905 [4

# D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [49

## Mails.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS. | SAILING DATES. |
|---|---|
| *PRINZ HEINRICH* | WEDNESDAY, 12th April. |
| *PRINZ EITEL FRIEDRICH* | WEDNESDAY, 26th April. |
| *PREUSSEN* | WEDNESDAY, 10th May. |
| *ROON* | WEDNESDAY, 24th May. |
| *BAYERN* | WEDNESDAY, 7th June. |
| *ZIETEN* | WEDNESDAY, 21st June. |
| *GNEISENAU* | WEDNESDAY, 5th July. |
| *SACHSEN* | WEDNESDAY, 19th July. |
| *SCHARNHORST* | WEDNESDAY, 2nd August. |
| *PRINZ HEINRICH* | WEDNESDAY, 16th August. |
| *PRINZ EITEL FRIEDRICH* | WEDNESDAY, 30th August. |

ON WEDNESDAY, the 12th day of April, 1905, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

| STEAMERS. | TONS. | SAILING DATES. |
|---|---|---|
| *PRINZ WALDEMAR* | 3,227 | TUESDAY, 2nd May. |
| *PRINZ SEGISMUND* | 3,302 | TUESDAY, 30th May. |
| *WILLEHAD* | 4,761 | TUESDAY, 27th June. |

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship *PRINZ WALDEMAR*, Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

## EUROPEAN & AUSTRALIAN SERVICE.

| FOR | STEAMERS | ABOUT |
|---|---|---|
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | *PREUSSEN* | WEDNESDAY, 12th April. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | *ROON* | WEDNESDAY, 26th " |

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 11th April, 1905. [3

## Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ..Every 10 minutes.
8.00 a.m. to 8.30 a.m. ..Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th December, 1904. [65

## WEISMANN, LTD.

(CAFE WEISMANN.)

THE place *par excellence* in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café in the Orient.

Hongkong, 17th December, 1904. [46

## F. BLACKHEAD & CO.,

*SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,*

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

*SOLE AGENTS FOR*

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c

*Sole Agents for*

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
*EVERY KIND OF*
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
*REASONABLE PRICES.*

Hongkong, 7th March, 1905 [44

## THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [59

## MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1898. [56

## Intimations.

# THE YOKOHAMA DOCK CO., LTD.

**No. 1 DOCK.**

**Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.**

**No. 2 DOCK.**

**Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.**

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [76

When you send your "boy" for

# Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES,

*GENERAL STOREKEEPERS.*

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905. [206

C. W. MEAD, C. E., President and Shanghai Manager.
N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
A. F. CARRICK, C. E., General Manager, Manila.

## ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

*Cable Address:* WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering. A Speciality made of Reinforced Concrete and Concrete Piles. Examinations Surveys Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905. [208

EYES  RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road

Hongkong, 24th March, 1904. [40

## Hotels.

# HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [28

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

# KOWLOON HOTEL.

KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

29]

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [27

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905. [68

## Intimation.

# WM. POWELL,

LIMITED.

GENTLEMEN'S DEPARTMENT,

28, Queen's Road,

(OPPOSITE THE CLOCK TOWER)

# SHIRTS! SHIRTS! SHIRTS!

Our New Stock of Spring & Summer Shirts has just arrived.

ELEGANT PATTERNS IN LIGHT-WEIGHT ZEPHYR, CELLULAR, SILK & WOOL, &c, &c., &c.

# NECKWEAR! NECKWEAR! NECKWEAR!

NEW & EXCLUSIVE DESIGNS.

# UNDERWEAR! UNDERWEAR! UNDERWEAR!

A fine Selection of INDIA GAUZE, BALBRIGGAN, LISLE THREAD, SILK AND SILK AND WOOL UNDERWEAR especially suitable for this climate.

# HALF-HOSE! HALF-HOSE! HALF-HOSE!

GOOD QUALITY, SMART PATTERNS, MEDIUM AND LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

**Wm. POWELL, Ld.**

HONGKONG.

Hongkong, 11th April, 1905. [35

## Intimations.

**WHAT IT WILL DO.**

A woman buys a sewing machine for what it will *do*; not as an article of furniture. A man carries a watch to tell him the time; not as an envestment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to *know* what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases,—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

**WAMPOLE'S PREPARATION**

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It *does* what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

5

JUST LANDED.

NO Toilet Requisities are complete without these Soaps:—

PLANTOL FLORAL AND NATURAL BOUQUET SOAPS,

Guaranteed made from Fruits and Flowers and to contain no animal fat. They are soothing and refreshing to the delicate skins.

ALSO

CARNAVAL (A LA ROSE) AND STARLIGHT SOAPS,

pure, economical, agreeable and highly perfumed and a perfect toilet and nursery Soap.

NOW ON SHOW.

H. RUTTONJEE,

5, D'Aguilar Street, Hongkong.

37 & 38, Elgin Street, Kowloon.

Hongkong, 8th April, 1905. [58

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48

EMPLOYE de commerce, âgé de 29 ans, de nationalité Suisse, ayant déja occupé, d'importantes fonctions dans de grosses maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais désirerait une situation dans l'une des villes de la côte de Chine.

Très bonnes références—Appointements: de 5 à 6,000 dollars per an. Ecrire aux initiales L. V. au journal "l'Opinion" de Saigon.

Saigon, le 2 Mars, 1905. [332

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1901

**A FOOK & Co.,**

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicite.

Hongkong, 23rd February, 1905. [62

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

*Hongkong Telegraph* Co., Ltd.

Hongkong, 30th September, 1903.

## *BANGKOK DOCK CO.*

A couple of years ago the then Chairman of the Bangkok Dock Co., Mr. E. H. Finch, gave a distinct promise at the annual general meeting that a suggestion to declare an interim dividend at the end of six months, would receive the serious consideration of the Directors. The suggestion has not been adopted, and it has not been thought worth while to offer any explanation to the shareholders, which would assure them that the matter had at least been considered. It seems natural to assume that there has been no thought of discourtesy in this, but that the reason lies simply in the difficulty experienced in finding any good ground for refusing to follow the example of other similar industrial companies paying a steady dividend of over 10 per cent. The big docks of Singapore and Hongkong produce their half yearly balance-sheets, but it was not proposed to disturb the established custom of the Bangkok Dock to that extent. No shareholders will doubt that the directors make themselves conversant with the exact financial position of the Company month by month, or that they could safely fix a reasonable dividend at the end of the half year. A much younger company, the Siam Electricity, has hitherto made its financial period six months, but is shortly to adopt the plan of an interim dividend. If that cause no difficulty in the case of the younger organisation, it is difficult to understand why an old established company like the Dock, with a very comprehensive staff, should not be able to do as much. Anyhow, on the face of it, the suggestion is reasonable enough; it cannot be considered in any way vexatious; and, if only to give an assurance that a promise publicly made by the Chairman is seriously meant, the reasons that have influenced the directors should have been as publicly stated by this time.—*Bangkok Times.*

## *NEW WORKS BY WAGNER.*

Mr. Henry Wood gave his friends and supporters a unique musical sensation last month performing at the Queen's Hall, London, three works by Wagner which had never been played in England before. One of these was the "Rule, Britannia," overture, the discovery of which not long ago among a lot of second-hand music at Leicester aroused so much interest and discussion. Naturally enough, says a London paper, the work is of very little musical value. Written as it was in 1826, six years before the production of "Rienzi," it has, of course, no pretension to the orchestral science and mastery of Wagner's later years. But even when we bear in mind what the Wagner of that day was, the work is disappointing. The treatment of Arne's fine tune is curiously feeble and ineffective, the orchestration is vulgar, and the overture as a whole is noisy without being impressive.

Decidedly more interesting is the "Polonia" overture, the earliest of the three given. It was probably written in 1831, when Wagner was a tripling of eighteen, and is undoubtedly the outcome of the youthful composer's enthusiasm for the Polish insurrection which was destined to have so disastrous a finish. In construction, it is very amateurish; indeed, there is a sort of charm in the very helplessness of its workmanship. Some of the tunes used are good and striking, and often foreshadow very interestingly the kind of rhythms and turns of expression which were later to become so characteristic of Wagner's style.

Far the best of the three overtures is "Christopher Columbus," which was written about 1835. There is some remarkable music in this work. The romantic atmosphere is often very forcibly suggested, and the orchestral work is often highly accomplished. Here and there are touches which give a foretaste of what Wagner was afterwards to become, one passage in particular having a distinct suggestion of a famous scene in "Das Rheingold."

The three overtures were not very well played, the efforts of some of the brass instrumentalists being the reverse of satisfactory; but on the whole a good idea of the works was given, and the concert was certainly an extremely interesting experience to anyone who cared to see what the Hercules of modern music was like in his cradle.

## *MISS MARIE CORELLI ON THE WAR.*

"You ask me to join with others in expressing a desire that what you justly call 'this horrible war in the Far East' may be stopped. Most heartily do I wish that an honourable peace might be concluded with the two heroic peoples who are at present flying at each other's throats, but I doubt whether any other nation has the right to interfere. Were we ourselves engaged in a war which we happened to consider vital to our national prestige and position, we should greatly resent any outside criticism or advice. The evils of war are the natural throe and stress of conflict, which must, at given periods, take place between different nations in order to facilitate certain necessary changes of condition which are demanded for the world's better progress. Such conflicts are preordained, and occur at mathematically regular intervals of time. One can but deplore the awful waste of life on these occasions—and the suffering of the brave Japanese and the brave Russians during the present terrific combat in which their respective Governments have engaged them, can but move us to the deepest pain and sympathy. With all my heart I wish the toil and trouble might cease, with honour to both sides. But at the same time I am one of the 'dreamers' who hope for a 'Russia'; and just as every student of history is bound to admit that the French Revolution and its 'Reign of Terror' were necessary for the cleansing out of much accumulated corruption in high places, even so I hesitate to say whether war is a greater curse than a long bondage of tyranny and oppression laid upon the soul of a great people. The war in the Far East may have wider and perhaps more beneficent results in Russia than we can yet foresee. Death is in every instance better than dishonour, and while for loving pity of all the sufferers in this fearful onslaught I should be glad to hear that a peace had been concluded, I am afraid my own spirit is rather like that of the Spartan woman, who, in giving her son his shield, bade him return 'With it, or upon it!'"—*London Opinion.*

## *THE INAUGURATION OF PRESIDENT ROOSEVELT.*

A SPECTACULAR DISPLAY.

WASHINGTON, 4th March.

Standing bareheaded in the north wind that whipped almost from their fastenings the huge flags that hung from and adorned the main porte cochère of the Capitol on the east front, but with the sun shining brightly, Theodore Roosevelt took the oath of office to-day as President of the United States in his own right. President by accident for almost a full term, he entered upon his new service under the most auspicious circumstances. On a platform elevated ten feet above the broad concrete in the plaza of the Capitol, he stood to take the oath of office and deliver his inaugural address. Back of him was a huge fan-shaped stand extending up to the very front of the Capitol, with the massive dome surmounting it forming a most impressive background.

This stand held all the distinguished personages, American and foreign, who have their official abidding place in Washington. Mrs. Roosevelt and her children, the Cabinet members and their wives, the Diplomatic Corps and the entire Congress, with specially invited guests from private life, were there.

Before the President, stretching almost as far as the eye could reach, was a congregation of people typifying in the highest degree the metropolitan character of American life. In front of the stand, in company-front lines at right angles to the stand, were the stocky-looking Annapolis cadets on the right and the jaunty West Pointers on the left. The latter wore no overcoats, while the middies were warmly wrapped up.

In emblazoned line, facing the President at a distance of sixty yards, were the Grand Marshal of the parade, General Chaffee, and his money aides and the escorts of honour, including the renowned Rough Riders. Back of all these, held in restraint with great difficulty, was a heterogeneous crowd.

Pushing and surging, the climax to the crowd's impatience to get within hearing distance came just as the oath had been administered to the President by Chief Justice Fuller of the Supreme Court. Signs of trouble were noted on the extreme left, then in the centre, then on the right. In twos and fours came the people through the streets. Then by eights and tens, then by scores, until the scene represented nothing so much as the washing of a levee by the waters. In a few moments there was no line of restraint. The admiring people pushed by the soldiers and the mounted police and stood in close formation before the President.

It was a peculiarly appropriate passage that the President kissed in taking the oath, the more remarkable from the fact that Clerk McKenny opened the Bible at random. The verses from James i. 22-24 were as follows:

"But be ye doers of the word, and not hearers only, deceiving your own selves. For if any be a hearer of the word, and not a doer, he is like unto a man beholding his natural face in a glass: For he beholdeth himself and goeth his way, and straightway forgetteth what manner of man he was."

The President began delivering his inaugural address at 1.03 p.m. All this time the sun was shinning brightly, as if sending down a benediction on the President's words. There was no covering over those seats occupied by the distinguished assemblage in the rear.

Those nearest him heartily applauded his declaration that this country intended no unfriendly affront to other nations, but that it would not sit mildly by in the face of any insulting foreign aggression. Then the fan-shaped stand, bordered around by forty-five flagstaffs with their fluttering bunting tugging hard at the restraining cords, burst out into applause. Those on the outskirts took it up quickly, although having no idea of what the President said. Upon the cornices of the Capitol, all fringed with a black line of humanity, and in the perimeter of the dome itself, were other cheering Americans, who knew not what they were acclaiming except that it was something their favourite had said.

The President occupied twelve minutes in delivering his address. Then came a surprise for most of the thousands who were spectators of the greatest quadrennial event in the city's history. In front of the President's stand there was sprung open a gate, hitherto concealed by the draped bunting. Down upon the level of the plaza a detachment of marines rushed up with a wooden stairway, just as if they were practising a landing upon some hostile shore. Quickly it was hooked into place, and down the President stepped, with shining headgear held aloft in acknowledgment of the plaudits of the vast crowd. Advancing between the lines of cadets standing at "Present Arms," the President entered the White House carriage, drawn by four horses, with his own coachman on the box. Eight riders swung in at the head of the procession and, with other units of the personal escort, began the drive to the White House.

Interest naturally followed the President's triumphal progress up broad Pennsylvania Avenue, the sidewalks of every block of which were obstructed.

Along the sidewalks for that whole distance, and around the turn and up to the White House, were surging, craning crowds, determined to see the Chief Magistrate on his way to begin his new occupancy of the White House.

Despite the shifting back and forth of the multitude, numbering perhaps almost 500,000, the effective roping of the avenue and activity of hundreds of policemen kept the crowds from trespassing on the 160 feet of reserved space from curb to curb.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

*Selling.*

| | |
|---|---|
| London—Bank T.T. | 1/10 |
| Do. demand | 1/10 1/16 |
| Do. 4 months' sight | 1/10 3/16 |
| France—Bank T.T. | 2.30½ |
| America—Bank T.T. | 44½ |
| *Germany*—Bank T.T. | 3.87½ |
| India T.T. | 137½ |
| Do. demand | 137¾ |
| Shanghai—Bank T.T. | 72 |
| Japan—Bank T.T. | 90 |
| Java—Bank T.T. | 110¼ |

*Buying.*

| | |
|---|---|
| 4 months' sight L/C. | 1/10 5/16 |
| 6 months' sight L/C. | 1/10 7/16 |
| 30 days' sight San Francisco & New York | 45¾ |
| 4 months' sight do. | 46 |
| 30 days' sight Sydney and Melbourne | 1/10 9/16 |
| 4 months' sight Francs | 2.34½ |
| 6 months' sight " | 2.36 |
| 4 months' sight Germany | 1.92 |
| Bar Silver | 25⅞ |
| Bank of England rate | 2½ % |

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

| | | Per picul |
|---|---|---|
| Malwa New | @ | 1,100 |
| " Old | @ | 1,150/1,180 |
| " Older | @ | 1,200/1,240 |
| " Oldest | @ | 1,300/1,330 |
| | | Per chest |
| Patna New | @ | 1,150 |
| Benares New | @ | 1,100 |
| Persian (Paper) | @ | 780/910 |

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from FUNG WA CHUEN, Esq., to sell by

PUBLIC AUCTION,

TO-MORROW,

(WEDNESDAY) AND THURSDAY,

the 12th and 13th April, 1905, commencing each day at 2 P.M., within his residence, "Burnside," Robinson Road,

THE RESIDUE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED,

Comprising:—

SILK-COVERED SADDLE BACK DRAWING ROOM SUITE (American make), MOROCCO-COVERED DINING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE, IMPERIAL DINNER SERVICE, SILVER WARE, CANTON CARVED BLACKWOOD DOUBLE BEDSTEAD, FLOWER and CURIO STANDS, SIDE TABLES, SOFAS, CHAIRS, JADESTONE PLATES and ORNAMENTS, OLD PEKIN CLOISONNE WARE, DOUBLE BRASS BEDSTEAD, MARBLE-TOP WASHSTANDS, &c., &c., &c.;

ALSO

A Large Assortment of Valuable CHINA WARE.

Particulars as per Catalogues, which will be issued on Monday, the 10th instant.

On view on Tuesday, the 11th instant.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 11th April, 1905. [451

PUBLIC AUCTION.

THE Undersigned have received instructions from NEWMAN MUMFORD, Esq., to sell by

PUBLIC AUCTION,

ON

FRIDAY,

the 14th April, 1905, at 2 P.M., within his residence, Stokes Bungalow East, The Peak,

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD HATSTANDS with GLASS, SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBE with GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE, PICTURES, MARBLE-TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.;

ALSO

One COTTAGE PIANO, by Chapell & Co., London, (in Good Order and Condition).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 8th April, 1905. [454

## Notices of Firms.

NOTICE.

THE Business of a SOLICITOR, PROCTOR and NOTARY PUBLIC heretofore carried on by me at Nos. 39, 41 and 43, Des Vœux Road, under the name of GEO. K. HALL BRUTTON will as from this date be carried on under the name of BRUTTON, HETT AND GOLDRING.

GEO. K. HALL BRUTTON.

Hongkong, 10th April, 1905. [456

NOTICE.

WE have this day been appointed AGENTS in this Colony of the "AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAU."

ROZARIO & Co.,

47, Wyndham Street.

Hongkong, 1st April, 1905. [444

## Intimations.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from $200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure at $1.80 each, 5% on wholesale orders.

The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [365

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

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KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

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TRADE MARK

BIG G

CURES MEN & WOMEN

BIG G is a non-poisonous remedy for any unnatural discharge and inflammation, irritation or ulceration of mucous membranes. Painless. Guaranteed not to stricture. Prevents contagion.

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## Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker.

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Hongkong, 31st March, 1905. [430

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WANTED.

SURGEON for the S.S. "KENSINGTON" for a voyage to MEXICO.

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Superintendent.

Hongkong, 6th April, 1905. [450

THE FAMOUS MAB DWARF RAZOR

A SHARP LITTLE SHAVER

WEIGHT LESS THAN 3 OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

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Hongkong, 24th November, 1904. [63

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Satinette

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

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Des Vœux Road.

Hongkong, 11th May, 1904. [53

THE WINE GROWERS SUPPLY CO.

W G S Co. TRADE MARK

BARRETTO & Co.,

General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT" is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT" is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT" is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT" Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT." Pig Brand Stout gently assists digestion.

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"THE CELEBRATED PIG BRAND STOUT." Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT." Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT." Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's.

Per cask of 8 dozen pints $24.00

" " 4 " quarts $19.00

BARRETTO & Co.,

*Agents,*

Nos. 22 & 24, Bank Buildings, Queen's Road Central.

Hongkong, 16th March, 1905. [43

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents: Weekly, twenty-five cents.


DEATH.

On the 11th April, at 3, Granville Avenue, Kowloon, HENRIQUE LOURENÇO NORONHA, of bronchitis. Aged 63.

Funeral will take place at the Roman Catholic Cemetery, Happy Valley, to-morrow morning at nine o'clock. Friends are invited to attend. Straits papers please copy. [461


# The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 11, 1905.


## BALTIC FLEET SCARES.

A great deal of capital, founded on rumours which do not seem to have the slightest foundation, is being made out of the fact that the British Fleet now stationed at Hongkong has been taking in stores preparatory to a journey south. The idea, apparently held by some people, is that the fleet is to pursue the Russian squadron under Rodjestvensky, or at any rate to keep a watch on the movements of the Baltic fleet. What it is expected the British fleet would do even if it did happen to meet the Baltic fleet it is difficult to guess. Great Britain is a neutral Power with practically no status in the present conflict. All she cares for is the strict observance of the neutrality laws, and there is no question about neutral conditions on the high seas. Even if the Baltic fleet made for Saigon that would not concern Great Britain. It would be a matter solely for Japan; and the Japanese, at the present stage of affairs, are not likely to tolerate any interference with their objects. The interesting portion of the argument, that the British Fleet is likely to be detailed for scouting work, appears in the effort to show that the movement of the fleet towards the south is all part of a deeply-laid scheme. It almost attributes to the Navy a prescience which the Navy would probably be the last to claim. It was only on Saturday last that the news was received that the Baltic fleet had passed Singapore. Before that time the whereabouts of the Baltic fleet was unknown. It might have vanished into thin air for all that people knew of it, yet whenever it appears at Singapore the inevitable naval expert comes forward to tell just exactly what the China squadron intends to do in the circumstances, and how it will be done. In support of their arguments, they show that the Fleet is under orders to proceed southward, presumably (according to them) to keep an eye on Rodjestvensky and his men. Now a few facts will show how utterly unfounded these statements are. More, they will show that the plans of the fleet—up to the present time, at any rate—have not been changed in any respect. On the 7th inst., before the presence of the Baltic fleet in these waters was at all certain, the *Hongkong Telegraph* published a couple of short paragraphs giving the movements of the British fleet at this port. "Ships of the British fleet have been busy during the past few days taking stores and ammunition aboard," we stated, "preparatory to putting to sea." In the same issue the *Telegraph* also stated that it was expected H.M.S. *Glory*, *Ocean*, *Sutlej* and *Centurion* would leave the port on the 12th inst., for Mirs Bay, and that would be the temporary headquarters of the Fleet which in all probability would leave from there for the south." There was nothing very astonishing in that. The Fleet only intended to follow the usual practice of making a run south before the hot weather sets in. It has been doing that for years now, and nobody saw visions of naval cataclysms on the high seas when they did it before. But now we are told that the British Fleet is up to some little game which involves a meeting with the Baltic squadron. Why these quid nunes did not drag in the Australian and Indian Fleets is probably because they forgot all about them. If they had only thought for a moment, they would have had a grand mobilisation at Singapore two days before the arrival of the Baltic Fleet. The argument for such a proceeding would have been quite as good as that for the present attempt at a scare. Every year the Admirals Commanding the China, Australian, and East Indian squadrons meet in Singapore to confer on naval matters. It is rather a pity for the omniscients that the conference was not due on Saturday last. The fact that the *Iphigenia* has gone to Singapore has been taken as another point by the alarmists. On the 6th inst., we published the following: "H.M.S. *Iphigenia* will leave for Singapore in a few days, and will relieve H.M.S. *Thetis* as senior officer ship." Yet, the visit of the *Iphigenia* to Singapore has been cited as an example of the Navy's determination to have a "look-see" at the Russians. The *Vengeance* was due to leave Colombo for Singapore and Hongkong on the 7th inst., and doubtless she also was bound after the Baltic Fleet; but so far we have not heard that suggested, which is really remarkable. Of course, pilots from Hongkong and Shanghai have been engaged. That was bound to come. But considering that there is even now a paucity of pilots in Hongkong, it can only be surmised that these ex-shipmasters whose services, it is alleged, have been requisitioned by Rodjestvensky, were the noble commander of sampans and junks. But it all goes to show how easy it is to raise a scare, and how flimsy and visionary need the foundations be. The fact is, the British Fleet in these waters is pursuing—not the Russians—the even tenour of its way undisturbed by the whelping of the others. Let the Baltic Fleet come along, as it may, the fact will not affect us, unless the Russians start playing pranks with our shipping. After the lessons gained in the Red Sea, however, it is safe to say that there need be no fears on that score. There may be some who would like to see a "scrap" between the Japanese and the Russians within easy distance of Hongkong, but, it is to be feared, they are not likely to be gratified. This much is certain, if there is any news to be told, we shall hear it in good time. Russia will be the last to hide any victory she may gain; and from past experience we are all well aware that the Japanese Government have a profound belief in the publicity of their side of the question. So that no matter how events go we shall not be kept in the dark.

## LOCAL AND GENERAL.

THE Yokohama Specie Bank is opening a branch at Chefoo.

THE Japanese Commissariat line at the battle of Mukden was at one time 250 miles in length, which is quite unprecedented.

MAJOR-General and Mrs. Villiers Hatton returned to the Colony from Shanghai to-day on board of the *Empress of India*.

As the Russian prisoners in Japan are costing her over 12½ million yen a year to maintain, it is proposed to employ them on some useful work, paying them wages.

Mr. F. J Bardens of Kobe fell into a well in his compound and was three or four hours up to his neck in ice-cold water before he could make his cries for assistance heard.

THE transport *Swanley* left Shanghai on 5th inst. for Odessa with upwards of 900 sick and wounded Russian soldiers as well as convalescents from Port Arthur on board.

MR. Philipp Heineken, of the well known Bremen cotton firm Heinecken & Vogelsan, has been appointed commercial manager of the freight department of the Norddeutscher Lloyd (the office is next that of General Manager) from the first January 1906, says the *China Gazette*.

IN a tin of oysters sold by a grocer at Ballarat, Victoria, a customer found a pearl as large as a pea, which he has had mounted as a breast pin. There ought to be a fair boom in that savoury mollusc after this. But the pearl in the oyster tin may prove as hard to discover as the pea under the thimble.

THREE gunners of the Royal Garrison Artillery were placed before Mr. F. A. Hazeland at the Magistracy, with disorderly conduct in a tram car, refuring to pay their fares, and with breaking one of the windows. The charges were proved against them and on the three charges they were each fined $1, $5, and $15 respectively, and ordered to pay the fares due.

THE last performance of "One Summer's Day," by the Amateur Dramatic Society, at the Theatre Royal last evening, was another unqualified success. There was a large attendance, and judging from the remarks of those in a position to speak the play was appreciated as being equal to many, and surpassing most, of those staged by professional companies in Hongkong.

AT a recent meeting of Chêkiang people in Shanghai to discuss the construction of a Chêkiang-Kwangtung railway, which Pe Che (?) the representative of the American Development Co. applied to undertake the majority oppose granting the right to him, as he had been refused the right to continue the Canton-Hankow line. The Governor in Chêkiang has telegraphed reporting their views to the Government.—*Eastern Times.*

IN a case of common assault among sampan men, an American sailor, who gave evidence, said he initials were "L. C." Asked by Mr. Hazeland what they stood for, the witness stated that he did not know. He was known, all his life as "L. C.", and never had any other name. He knew a lot of men who were called in the same way, just by letters alone, without any name. It was quite common in the States he said. "That's very interesting," observed His Worship.

MR. Newman Mumford, Lloyd's Surveyor, leaves the Colony by the next French mail, and after a short stay at Singapore on private business, will proceed to his destination on a P. & O. steamer.

ACCORDING to a Japanese paper, at Erhtaitse on the 10th ult., a Japanese company, five miles north of Mukden, was suddenly confronted by 4,000 Russians. The Japanese expected annihilation, but the Russians making no movement, the Japanese Captain sent an orderly to invite them to surrender, and on the second attempt the Russian regimental commander accepted the invitation, and the 4,000 Russians surrendered to one Japanese company without firing a shot.

Minister Sên Pao Chi in Paris has deputed his Legation Secretary Yen Pe Yü to Cochin China to study the commercial aspect and welfare of the Chinese colony there. He will, after visiting there go on to Kwangtung and Fokien to investigate trade before returning to make his report to the Minister who will take necessary measures to encourage improvement. Secretary Yen was to start with new credentials and introduction to the authorities in whose territories he would travel.

AT the Supreme Court this morning before the Puisne Judge (his Honour, Mr. T. Sercombe Smith) the hearing of the case in which R. Freiwald Voljacek and E. Phillis are suing Willy von Uffel for $400 and $250 respectively was continued. Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. H. Hursthouse (of Messrs. Dennys and Bowley) for the defendant. Further evidence was tendered and the case had not concluded when the Court rose.

THE Japanese Administration, on 11th ult. issued an order to the effect that no steamers would be allowed to enter Newchwang until same had been officially declared open to navigation. This order was stupidly misunderstood by many native concerns, with the result that rumours travelled south to the effect that no vessels, excepting those under the Japanese flag, would be allowed to enter this port—absurd, of course, but yet, it would seem some shipping hongs at Shanghai and Hongkong really believed the "bunder" as "gospel" for a time, says the Newchwang correspondent of the *N. C. D. News*.

THE police do not put much faith in the report that the death of the old *fakir* was due to murder. The man was not tied up in the sense of having been bound by others, but was merely swathed around his limbs with such rags as he possessed. The idea of murder is the more unlikely as the *fakirs* are considered holy men in the eyes of Indians, and to touch one of them would be the greatest sacrilege, while the Chinese would have no reason to believe that such a poor, dishevelled and ragged old piece of humanity would be likely to be possessed of anything to excite their cupidity, and certainly not such as to incite them to sacrifice his life to obtain his belongings.

A MAN claiming to be a Norwegian, when charged before Mr. F. A Hazeland this morning with being drunk and disorderly on the public street last evening, admitted being drunk, but denied being disorderly, and said was "going home to Hamburg" to-morrow in a German steamer the name of which could not be ascertained. It was proved that he was disorderly in that, while drunk, he was trying to jump on the backs of every passing Chinaman, until he was stopped and arrested. His Worship said he was reluctant to send the man to gaol, if there was any prospect of his leaving the Colony as he would only get on the beach and be a nuisance when he came out of prison. He remanded the man in police custody until to-morrow morning for inquiries to be made about his going away.

SINCE the accident of war gave fictitious importance to a Hongkong judge's judgment (on contraband) the judges, high and puisne, have been apparently contending as to who can sum up a trivial case in the greatest number of words: and the local papers have been ministering to this harmless (?) vanity, says the Hongkong correspondent of the *N.C.D. News*. They might be sent as specimen papers to the School of Journalism, to show the possibilities of a "penny a line." The joke is, according to a newspaperman who spoke to me the other day, that a certain judge did give instructions, that the Press might have these great essays in lucidity to copy on payment of so many cents per folio. The Press were not paying for such contributions, and I learn that they may have them now by the yard, for the asking for. As a newspaper reader I am hoping they will not ask for any more.

THE head Indian watchman at Quarry Bay, was charged with refusal of duty and assaulting the two other watchmen on the works. When placed before Mr. F. A. Hazeland this morning it was stated that the second watchman was sent to call the head watchman, and tell him to go on duty on Friday morning, when he refused to obey, and the second watchman told him to come to the European foreman, and stated why he would not go on duty. The accused then struck the witness on the face, and knocked him down, and when the third watchman went to the assistance of the second, the accused seized him and pulled his beard—a deadly insult! Other witnesses corroborated the above evidence. The accused said he did not go on duty that day because, at the end of the last month, he did not receive all the wages due to him. He calmly admitted the assaults. His Worship said there was no excuse for defendant's conduct, and he must pay a fine of $15, or go to gaol for one month.

## WAR "RISKS."

### HONGKONG RATES RAPIDLY RISING.

AN INSURANCE AGENT'S OPINIONS.

The shipping interests in Hongkong are, at present, greatly exercised and agitated over the turn of events brought about by the advent of the Baltic Fleet to these waters. As one of the great shipping ports of the world the importance of Hongkong cannot be minimised, and too much prominence can scarcely be given to the effect produced by the arrival of the Baltic Fleet in the Far East.

During the past few months shipowners have been in a continual state of anxiety regarding the safety of their vessels. They have had to consider the possibilities of capture, the chance of striking floating mines and all the ordinary manifold dangers of the sea. Now they have a new cause for anxiety in the uncertainty attending the objects and intentions of the Baltic Fleet. Nobody can forecast, or even surmise, the attitude of the admirals of either one or other of the belligerent armadas. They cannot guess whether the destruction of shipping may not be one of Admiral Rodjestvensky's ideas. In fact, to put it in the language of one who is in the best position to know—"It is a marvel if shipowners in this part of the world are able to sleep at nights."

Great as is the anxiety of shipping firms, the apprehensions of insurance agents can be none the less. The difficulty of estimating the war risks involved by the proximity of the Baltic Fleet is almost insuperable. It was comparatively easy at the beginning of the Russo-Japanese struggle to impose a percentage which would cover war risks; and with the destruction of the Russian warships at Port Arthur the way was cleared for vessels to Japan. A few adventurous spirits tried to reach Vladivostock, but, it is to be feared, the majority were unable to reach Russian soil. Now, however, a new situation has developed. The Baltic Fleet cannot be very far from Hongkong, provided, of course, it has not made for Saigon. A vast trade is being carried on in foodstuffs all over the China Sea, and every vessel engaged in that trade is subject to dangers which might well alarm the stoutest heart. The risks are apparent to anybody who has given the matter half a moment's consideration. In these circumstances, what are the Hongkong insurance companies doing? With the object of ascertaining their attitude, a representative of the *Hongkong Telegraph* called upon the secretary of one of the local Marine Insurance Companies for his views on the question of war risks as affected by the unforseen developments which have taken place within the last few days.

The question was asked whether war risks had been increased since the Baltic Fleet had been heard of at Singapore?

"Since the beginning of the war," our informant replied, "shipowners and agents have been paying war risks, but it is impossible to lay down any general rate. To-day, the risk between Hongkong and Newchwang or any port in Japan is one-half per cent. in addition to the ordinary rate. But the rate varies very greatly."

"Suppose a coal-boat wanted your war risk quotation?"

"If the boat came in to-day and left immediately for Japan she would probably have to pay only a half per cent. If she dilly-dallied until the Baltic Fleet might be in the vicinity she would not get a quotation at any rate. The fact of the matter is that marine insurance is largely a matter of intuition—you can learn the details of the business, but in quoting war risks a great variety of things have to be considered, and you can only arrive at an estimate intuitively."

"Is there a particular rate for special cargoes; would a coal transport be considered a higher risk than a boat laden with rice or a general cargo of foodstuffs?"

"It is impossible to lay down any hard and fast rule. Shipowners in paying a war risk at present look to the dangers arising from mines. It is probable that the Formosa Channel is honeycombed with mines, and we know that all the ports of Japan are mined, so that a vessel even if it be sent by a neutral to a neutral, with a cargo not considered contraband, is exposed to heavy risks. You cannot exactly say that one cargo is more liable to risk than another at present. But when the Baltic Fleet comes in sight the situation will be vastly different. For instance, a vessel might be leaving Hongkong for Japan to-day with a cargo of what the Russians would consider contraband. In ordinary circumstances we might take it that the vessel would make the run without incident. But suppose she struck a mudbank and could not get off. Then she would be an easy prey for the first Russian boat that came along; and that is not taking into consideration the dangers of mines."

"So that a half per cent. as war risk is likely to be increased every day that passes?"

"There can be no question about that. The Baltic Fleet should be within range of Hongkong on Friday, and then it is doubtful if we would take any war risks at all. But there are always special circumstances. In the case of an old customer, we might be willing to take the risk, whereas if a stranger come along we would not have it at any price."

"Then what about cargoes of coal from the Straits to Hongkong?"

"I should not think that you could get a war risk quotation for that, nor would you get it from Hongkong to the Straits."

In the opinion of our informant there will no big engagement between the Baltic and Japanese Fleets. "The Japanese have too much to lose. What they will do is to harass the Fleet. They will keep up a running fight at eight miles' distance. If they can cut off the colliers they will have gained their end. Probably they will send torpedo boats into the centre of the fleet. If they manage to destroy a couple of colliers for the loss of a few lives they will think the lives of these men well spent. But I do not think they will prevent the Baltic Fleet from reaching Vladivostock. That would be too much to expect."

To give but a faint idea of the amount of business which is being done in the aggregate by Hongkong Insurance Companies with head offices established in the Colony, apart from those represented by agents in Hongkong, the combined capitals and reserves available for marine insurance purposes of the three companies are set out as follows:—

| | Paid-up Capital. | Reserves. |
|---|---|---|
| Canton Office..... | $ 500,000 | $1,481,739 |
| China Traders ..... | 600,000 | 1,835,803 |
| Union ..... | 1,000,000 | 4,182,632 |
| Grand Total... | $1,100,000 | $7,500,174 |

The recent losses sustained by the insurance companies as the result of the capture of coal transports to Vladivostock may be partially made up in the increased premiums which, it is safe to assert, will be charged for war insurance from to-day, provided, of course, that there is a fair percentage of immunity from total loss.

## JAPANESE PRINCE ARRIVES

### IN HONGKONG.

As mentioned in our columns last evening Prince and Princess Arisuagawa who are en route to Germany, where they will represent the Mikado at the wedding of the German Crown Prince, were expected in Hongkong last evening on board of the *Prinz Heinrich*. The steamer arrived here about six o'clock and was immediately boarded by Mr. M. Noma, the Consul for Japan, who was accompanied by Mrs. Noma and the leading Japanese merchants of the Colony. It was then learned that His Highness the Prince, who is a cousin of the Emperor of Japan, had contracted a severe cold which had prevented his leaving the ship at Shanghai, and which has since kept him closely confined to his cabin. Consequently he was unable to meet the members of the Japanese community of Hongkong, who, however, were received by Princess Arisuagawa, who subsequently entertained them at dinner with Mr. Saito Totaro, Director of the Court Treasury, Mr. Ito Yukichi (son of Marquis Ito) Marshal of Court, Mr. Haruo Kinsaku, Chamberlain to the Crown Prince of Japan, Captain Bawa Kinsaku, of the Japanese Navy, Major Hishida Kikujuro, Artillery, Mr. Mimura Ishinoske and Mrs. Hashnobi, Lady in Waiting, by whom Their Highnesses are accompanied. Had it not been for the indisposition of the Prince the party would have stayed at the Hongkong Hotel where arrangements had been made for their stay pending the departure of the German mail steamer to-morrow. His Highness, being unable to land, this morning sent a military officer ashore and accompanied by the secretary to the Japanese Consul he paid an official visit to Government House. At noon the party, including Princess Arisuagawa, were entertained by Mr. and Mrs. Noma.

## NAVAL NOTES.

### THE SUNKEN RUSSIAN WARSHIPS.

On the authority of a certain person who recently returned here from Port Arthur, a vernacular paper states that, with the exception of *Sevastapol*, all the Russian war-vessels now lying sunk at Port Arthur can be raised. The battleships *Poltava*, *Pobieda*, *Retvizan* and *Peresvlet*, the cruisers and gun-boats are laying in comparatively shallow water. The extent of the damage sustained by those vessels is not yet known, says the *Japan Times*, but it is believed that more than half of those ships will after repairs be fit for service. The damage inflicted on most of the gun-boats is not heavy. Recently a Russian transport which had been sunk at Port Arthur was raised, the work having been accomplished in less than a fortnight. Her displacement is some 1,200 tons and she is but little damaged, the Russians having sunk her by removing her sea-cock.

## S.S. "KONGNAM"

### SAFELY TOWED TO DOCK.

At eleven o'clock this morning, the s.s. *Kongnam* was successfully floated from the rock where she stranded on Ma-Wan Island, Capsimun Pass, and, taken in tow by Messrs. Wilks' launch *Eileen* and launch No. 7, belonging to the Dock company, was safely conveyed to the Kowloon dock, and placed on the slip. She has sustained very slight damage, a seam opening forward, and another under the boiler, and it is confidently expected that she will be on her run again within a week or ten days. Messrs. E. C. Wilks are to be congratulated on this successful termination of an accident which at first pointed to the total loss of the steamer.

## THE KWANGSI REBELLION.

### A TEMPORARY LULL.

A correspondent, who has returned to the Colony after an extended tour throughout the Southern and Central districts of Kwangsi Province, writes bearing out the report which recently appeared in these columns to the effect that the rebels had stopped operations for the present. He does not agree with the statement that this has been brought about by the operations of the Canton Viceroy, but, basing his reasons on reliable material, avers that the temporary cessation of the rebellion is because that in 1904 there were three goods crops of rice gathered in by the natives. He states that if the harvests are equally as good this year the rising may not break out for some time to come. This, he says, is borne out by the fact that, although the Viceroy informed the Government the rebellion was at an end and expressed a desire to be allowed to proceed north, he was ordered to remain at his post for another year in order that the Imperial authorities might see for themselves exactly what was the conditions of affairs in Kwangsi.

## SHIPPING AND MAILS.

### MAILS DUE.

German (*Preussen*) 12th inst.

American (*Tonkin*) 17th inst.

Indian (*Namsang*) 17th inst.

French (*Tonkin*) 27th inst.

American (*Mongolia*) 19th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* will leave Kobe for this port via Nagasaki and Shanghai, on the 13th inst. at mid-night, due here on or about the 19th inst. Her mails have been transferred to the M. M. Co.'s s.s. *Tonkin* due here on or about the 17th inst.

The Boston S. S. Co.'s *Hindustan* sailed from Singapore on the 8th inst., for Manila and Hongkong.

# TELEGRAMS.

[*Reuter's.*]

## Disaster in Spain.

LONDON, 9th April.

The face of a huge reservoir, in course of construction in the outskirts of Madrid, has collapsed, and it is believed that four hundred casualties have occurred. The King and Ministers hastened to the spot. His Majesty is directing the rescue operations.

## The War in Manchuria.

General Linevitch reports twelve hours' fighting on the 4th instant, to the North of Tsangtufu; and that the Japanese losses were considerable.

## The Russian Troops in Manchuria.

On the occasion of regimental fêtes, Generals Koropatkin and Linevitch have telegraphed to the Emperor reporting the splendid bearing of the troops, whose devotion to the Throne is unbounded and confidence in ultimate future victory fervent and unshaken.

## The Baltic Fleet.

There is no further news of the Baltic fleet since it passed Singapore.

[*N. C. D. News.*]

## They will roar Gently.

Tokio, 5th April.

It is reported that many dummy batteries have been posted at Vladivostock and along the banks of the Amur.

Recent extensive fellings of lumber on the upper Amur have reduced by half the transportation power between the estuary of the Amur and Blagovestchensk, and that up to Nerchinsk by one-third its former amount.

## Japan's War Funds.

The fifth series of exchequer bonds, for one hundred million yen, will be issued early in May.

The conditions will be the same as in the case of the fourth series, the increasing foreign subscriptions to which are regarded as showing that facilities have now been opened for the interconnection of domestic and foreign funds.

## A Skirmish in the Advance.

Tokio, 7th April.

It is officially reported that about two companies of Russian infantry which were coming down the (great winter trade) route on the west from the Taolu direction, halted on Wednesday forenoon, at Taiseigo. The bulk of the force defeated at Chinchiatun retreated at Tzemiencheng, part retiring along the Fenghua road (which branches off at Tzemencheng). No Russians were traceable on Wednesday evening south of Hsinlitun.

## Congratulatory Korea.

Prince Yi Chai-kak, the Korean envoy sent to congratulate the Emperor of Japan on his victories, had an audience and was entertained at tiffin yesterday, and has been decorated with the Grant Cordon of the Paulownia Imperialis.

## A Weighty Conference.

A conference was held here at the residence of the Premier from ten till three to-day, attended by Marquises Ito and Yamagata, Counts Matsukata and Inouye, the Premier, and the Ministers of Foreign Affairs, the Army, and the Navy.

## *INTERPORT CRICKET.*

SHANGHAI'S THANKS.

At the annual meeting of the Shanghai Cricket Club, the Chairman (Mr. A. P. Wood) said that the team they were able to send to Hongkong made a very good fight indeed. They were a united team and worked splendidly together. That was half the battle in all cricket matches. Although they were unable to bring back Shanghai's lost flag, they did their best, and much better than was expected.

"The thanks of the Club are due to the Hongkong Cricket Club and the friends who did so much for our team, who all returned saying they had never had a better time, and everything that could possibly be done had been done to make them thoroughly enjoy the visit to Hongkong. I am sure that all the members with join with me in thanking the Hongkong Cricket Club." (Applause.)

Mr. Dew raised the question of colours to be worn by Interport teams, and requested the Committee to elect some definite colours for Interport teams. He remarked that "the Captain at Hongkong specially asked us not to wear them as they were an eyesore." These were the red and white caps—the Club colours.

The Chairman said that the colours of the Club had always been red and white.

Mr. Dew pointed out that the Interport teams had worn three different colours. He thought they should have different colours to the rest of the Club, but that definite colours should be fixed on.

## *SOUTH CHINA ARSENAL.*

FOREIGN DRILLED TROOPS.

[*From Our Correspondent.*]

Wuchow, 7th April.

It may not be generally known to the majority of your readers that some sixty-five miles up the North River from Samshui, at the town of Ching Yuen, there is an important arsenal where the Chinese Government are manufacturing arms and ammunition in large quantities. These are being sent to various centres in the Southern provinces, where it is noticeable that many bodies of foreign-drilled troops, with their bugles bands and kettle drums, are almost daily on parade.

## *OUTRAGE AT WUCHOW.*

A PROTEST LODGED.

[*From Our Correspondent.*]

Wuchow, 7th April.

Two English residents of this port were recently crossing the river when they passed a sampan man pulling his old craft wearily to the other side of the waterway. They had not proceeded far when another boat, containing eight or nine Chinese soldiers, came gliding up, and when within about a dozen yards of the foreigner's craft opened fire on the lonely man in the sampan. The Europeans remonstrated with the soldiers for firing so dangerously close to them, and upon inquiries being made were told that the man in the third boat was a notorious robber, heavily armed and with a load of loot in his craft. An inspection was at once made and resulted in the finding of the bullet riddled body, no arms and no loot, while the soldiers were unable to identify the man. It is understood that the matter has been reported to the Chinese authorities by whom it is hoped prompt and stern measures will be taken, not only to ensure the safety of foreigners on the river at this port, but also to show that even the wearing of a soldier's uniform in China will not warrant the shooting of a native sampan man.

## *WATER RETURN.*

Level and Storage of Water in Reservoirs on the 1st April.

LEVEL.

| | 1904. | 1905. |
|---|---|---|
| Tytam... | 45' 10" below overflow | 26' 1" below overflow |
| Byewash... | — | 22' 7" below overflow |
| Pokfulam.. | 37' 11" below overflow | 9' 8" below overflow |
| Wong-nai-cheong.. | 41' 4" below overflow | 19' 0" below overflow |

STORAGE GALLONS.

| | 1904. | 1905. |
|---|---|---|
| Tytam..... | 103,740,000 | 200,420,000 |
| Byewash..... | — | 1,639,000 |
| Pokfulam ..... | 1,153,000 | 44,960,000 |
| Wong-nai-cheong | 506,000 | 10,613,000 |
| Total..... | 105,396,000 | 257,632,000 |

Consumption of Water in the City of Victoria and Hill District during the month of March.

| | 1904. | 1905. | |
|---|---|---|---|
| Consumption... | 68,237,000 | 88,291,000 | gallons |
| Estimated population ..... | 222,900 | 227,700 | |
| Consumption per head per day..... | 9.9 | 12.5 | gallons |

Intermittent supply in force during the whole month of March, 1904, and from 28th March, 1905.

Consumption of Water in Kowloon Peninsula during the month of March.

| | 1904. | 1905. | |
|---|---|---|---|
| Consumption.... | 12,915,000 | 12,770,000 | gallons |
| Estimated population ..... | 66,850 | 72,550 | |
| Consumption per head per day.. ..... | 6.2 | 5.7 | gallons |

The Government Analyst reports that the water is of excellent quality.

W. CHATHAN,
Water Authority.

## *FAREWELL TO THE REV. SOUTHAM.*

To-morrow the Hongkong branch of the Young Men's Christian Association will lose an energetic worker in the person of the Rev. W. J. Southam who, for more than five years, has been working in the interests of the great instituition, and whose labours as general secretary will be greatly missed during his absence in the home country. As mentioned in our columns last evening, the Chinese department of the Association held a meeting on Saturday to bid farewell to the Rev. and Mrs. Southam, and at the invitation of the Board of Directors and Committee a large gathering of members and friends assembled yesterday under the auspices of the European department, in the decorated hall of the headquarters, in honour of the revered gentleman. The chair was taken by the Hon. Mr. F. H. May, who, after reading a communication from the Bishop of Victoria expressing his regret at being unable to be present and eulogising the good work of the Rev. Mr. Southam, alluded to the earnest endeavours of their departing secretary to found a branch of that great brotherhood in which men might materially assist one another. It was with that object that Mr. Southam was sent to Hongkong by the International Committee more than five years ago. His first work was the founding of the Chinese department, which was now in a very flourishing condition, and then Mr. Southam made a start with the European branch—a work of much greater difficulty. It was a new thing, and all knew how difficult it was to initiate something out of the common. Apart from the fact that in Hongkong the men able to give freely were few and the calls on them many, there were few permanent residents in the Colony. Yet in spite of this, concluded the speaker, Mr. Southam would leave them conscious of good work well done, and after all, what are the shortlived triumphs in the field of sport, in the arena of athletics, in commerce, politics and even science itself, compared with the consciousness of having done something to lighten the burden of your fellow-men and to help in the battle of life. (Applause)—Mr. J. Dyer Ball then addressed a few words to the company on behalf of the European department, following whom Mr. P. H. Holyoak voiced the feelings of the members on the work of Mr. Southam during the long time spent in their midst—Mr. C. C. Rutledge, who has been appointed acting general secretary during the absence of the Rev. Mr. Southam, said farewell to their departing secretary on behalf of the members and non-members, after which he handed Mr. Southam a purse of gold as a slight acknowledgment of the many services he had rendered the Y.M.C.A. The gift having been suitably acknowledged the proceedings terminated.

## *THE BALTIC SQUADRON.*

COLLIERS PROCEEDING TO HONGKONG.

A wire from London of 2nd inst., printed in the *Kobe Herald*, says:—It is reported that the colliers accompanying Admiral Rojestvensky's Squadrons have been ordered to proceed to Hongkong, *via* Java. The Baltic Squadron is arriving at Jibutil to-day. The Hospital ship *Kostroma*, belonging to this Squadron, was supplied with coal and water at Perim.

COST OF THE ARMADA.

The cost of the voyage of the Baltic Fleet must be a serious item to Russia. The actual value of the units composing it, allowing for the heavy depreciation on the older vessels such as the *Navarin*, *Sissoi*, and *Dmitri Donskoi*, and for the cost of Volunteer cruisers and fast liners purchased from Germany, works out, says the *Daily Graphic*, at about £12,920,000. The most valuable of the ships are the four vessels of the *Borodino* class, each of which has cost the Russian Government £1,500,000. The *Oslabia* was a little less expensive, while the *Sissoi* and *Navarin* are probably worth to-day a million sterling between them, though they originally cost £1,750,000. The equipment of the fleet with stores, provisions, charts, mines—of which it carries an immense supply, to be scattered about Far Eastern seas—coaling appliances, and so forth, could not be managed for much under £1,500,000. The other serious items on the voyage are coal, provisions, Suez Canal dues, and port and light dues. The total amount that will be lost by Russia if the voyage to the Far East is abandoned may thus be stated in conclusion:—

| | |
|---|---|
| Coal, out and back ..... | £500,000 |
| Suez Canal dues out ..... | 30,000 |
| On the way back, for the whole Fleet..... | 60,000 |
| Provisions, harbour dues, pilotage ..... | 150,000 |
| Purchase of steamers ..... | 300,000 |
| Total ..... | 1,040,000 |

While if the fleet continues on its voyages, and is destroyed by the Japanese or captured, as were the vessels of the Port Arthur fleet, the further loss, in addition to most of the above items, will be about £14,400,000. Russia, in fact, is staking fifteen millions or more on this fleet.

## *CANTON NOTES.*

[*From Our Own Correspondent.*]

TSING MING.

Canton, April 8th.

The past week has been a busy one for the Chinese. Wednesday began the Worship of the Tombs. The weather, which had been very dark and rainy, cleared and by daybreak on that day thousands of Chinese of all ranks were on their way to the hills north and east of the city. Before midday the hills were literally covered with men and boys, and it looked as if the entire male population had taken itself thither. The roads leading out of the city were as crowded as the narrow streets of the city during the busiest business hours. During Thursday the crowds were just as large as on the previous day. Then, too, the beggars of all descriptions were out, and the road side was lined with men and women begging. The lepers were scattered here and there. The Tsing Ming is the great harvest for the beggers and this year they seemed to be very successful.

SCHOOLS.

The principal of the Man Hok Tong, one of the best schools in the city, is arranging for a conference of all the teachers in Canton. He has collected the names of all the schools, and it is very significant that he specially desired the mission schools to be present at the conference. The idea is to discuss the best methods of teaching and other subjects connected with the new education.

LECTURES.

Arrangements have been made for a series of lectures to be given to the students of Canton. The lectures will be given in the Presbyterian Mission chapel at Sz Pai Lau which is near the centre of the city. Mr. J. Dyer Ball, of Hongkong, will deliver three lectures and one lecture each will be given by Hon. J. G. Lay, U. S. Consul-General, Rev. R. H. Graves, D.D., and Rev. O. F. Wisner, President of the Canton Christian College. Hundreds of young men in Canton are looking for something new, and the idea in giving these lectures is to point out to the students lines along which the hope for China lies.

## *GUARDBOAT CAPTAIN BEHEADED.*

APPARENT MISUNDERSTANDING.

[*From Our Correspondent.*]

Wuchow, 7th April.

It is reported here on very good authority that the captain of a guardboat at Tang Yuen, some forty miles above Wuchow, finding that his salary of Tls. 9 was not sufficient to pay his way and keep his boat in a proper condition, petitioned the Governor of Kwangsi to be allowed to do away with one of his crew and devote the man's salary to the upkeep of the guardboat. This official did not reply to the communication, but some days later the captain was arrested, taken to Wuchow and beheaded, it being alleged that he had squeezed one man's salary, amounting to something like Tls. 4. The relatives of the dead man subsequently obtained the body and with a view to ensure a satisfactory joss for the departed stitched the head on the body and proceeded with the customary burial rites. Considerable indignation is felt at the action of the Viceroy, as it is thought that the captain undoubtedly had obtained permission before taking the salary of the sailor and applying it to the unkeep of the boat.

## *THE "SULLY."*

As evidencing the fact that Messrs. E. C. Wilks and Co. do things thoroughly, and lose no time when they take a big undertaking in hand, visitors to the Hongkong and Whampoa Dock Company's premises at Kowloon, may see a new piece of work in hand there. This is the cofferdam, which is being built for use in the salvage operations of the *Sully*. The bed-timbers have been laid, and the structure is already taking shape, so that it is easy to judge of the magnitude of the work. We learn that Mr. W. C. Jack, accompanied by a French Admiralty engineer, is returning to Hongkong for the purpose of superintending this work themselves.

## *SHIPPING JETSAM.*

The O. S. K. have chartered the steamers *Frigga* and *Tatarlon*.

Negotiations are proceeding for the sale of the Norwegian steamer *Transit* to Japanese.

The Japanese Government has sold the captured steamer *Progress* to the N. Y. K. for Y102,400.

The N. Y. K. have chartered the British steamers *Belgian King*, *Cape Corrientes*, *Sobralense*, *Hardis* and *Chowchowfoo*.

The Japanese steamer *Kinki Maru*, which stranded off Tsuchizachi, has been refloated and taken to Hakodate for repairs.

One officer and one engineer of the unlucky steamer *Mars* were frozen to death. The steamer herself has parted at the engine-room, her bow and stern being sunk.

The British steamer *Twickenham*, now under repairs at Uraga, has been sold to the Hakodate Kisen Kaisha for Yen 120,000. She will be re-named the *Tomoye-maru*.

The Dutch steamer *Neptune* has also changed hands, the buyer being a naturalized Japanese at Hokkaido. The purchase price was Yen 85,000, and she will be re-named the *Daiichi Togo-maru*.

The British steamers *Chenan*, *Anhui* and *Benvorlich* have now been made regular liners in the Nippon Yusen Kaisha's Shanghai service. The *Taisang* and the *Wingsang* will run occasionally on the same line.

The s.s. *Daikio-maru* have been successfully launched from the Mitsu Bishi Dockyard. The ship is being constructed for the Osaka Shosen Kaisha and the President of the steamship company was present at the ceremony, but no invitations were extended to the general public.

THE NORTHERN TRADE.

Newchwang, 4th April.

Although there is not much prospect of trade on a scale of former years, the consignment which reached here by the first six ships, are estimated:—Metals to the value of Tls. 50,000; Rice 50,000 piculs; Medicines to the value o Tls. 20,000; Yarns to the value of Tls. 1,000,000 and Piece Goods Tls. 1,000,000. The first steamers of the year reached the port on Monday. There are four outside and two are anchored in the harbour; when it was known that the steamers were to arrive at any moment, there was a slump in prices. In the one day the price of piece goods fell Tls. 20.00 per bale and yarns could find no buyers on a drop of Tls. 15.00. All other goods in sympathy show a slump.

The first sales of the spring consignments have taken place. Between 1,500 and 2,000 bales of American grey cargo changed hands at prices varying from Tls. 490 to Tls. 540. Prospects look slightly brighter.—*Shanghai Times.*

FIRE ON BOARD THE H. A. L. S. "SEGOVIA."

On the 7th inst, a fire was discovered in the main hold of the H. A. L. S. *Segovia* which was lying at the Yangtze wharf, at Shanghai. It was subsequently found that part of the cargo of guano in the lower hold was on fire. Shortly after the brigade got on board, one of the officers donned a smoke helmet and descended into the burning hold to explore and found that the smoke was coming from the starboard side, just abaft the engine room bulkhead. After satisfying himself that the fire could not be extinguished by any other means, the Chief Engineer ordered a stream to be taken into the lower hold, and for a few minutes it was kept going with a spray nozzle. The fumes, which had been simply overpowering, then showed signs of abating and the stream was taken off, so that some of the cargo could be removed. The derricks were put to work, and about a hundred bags of guano were removed before the fire was traced. The stream, however, had done its work, and although some of the bags were still smouldering, it was not found necessary to use any more water. The *Segovia* is a vessel of 5,872 tons gross and was built in 1900. She was to leave that evening for Yokohama, and as comparatively little damage had been done, it was not expected that she would be delayed. There were 5,000 bags of guano in the hold which caught fire and only a few of them appear to have suffered any damage. The fire seems to have been due to spontaneous combustion.

## *THE WEATHER.*

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 11th at 12.20 p. The barometer continues to fall over China, and pressure has also given way in Japan.

The highest pressure lies over SE. Japan.

Gradients continue slight on the China coast and over the N. part of the China Sea, and moderate E. to SE. winds will probably prevail generally.

Forecast:—E. to SE. winds, moderate to light; mist or fog.

Telegraphic communication between the Observatory and Hongkong is interrupted.

## *THE LATE MR. H. L. NORONHA.*

It is with regret that we have to record the death of Mr. Henrique Lourenço Noronha, one of the two partners and, until his death, the manager of the old-established and well-known firm of Government printers and publishers—Messrs. Noronha & Co., of Des Vœux Road. He died, after a short illness, from bronchitis early this morning. The eldest son of the late Mr. Delfino Noronha, the founder of the firm, Mr. H. L. Noronha was the first to derive the benefit of his father's progressive ideas in providing for his children a liberal education abroad, his youngest brother being educated since childhood in one of the best colleges in Paris. Endowed as he was with a good English education, at an early age, the late Mr. Noronha, following in his father's footsteps, was, after a commercial course, admitted into the publishing business established in the Colony. Soon he assumed the management of the firm, relinquishing it only to take up an appointment in the service of the Straits Settlements Government as Superintendent of the large Government Printing Office in Singapore, where he was well known. Later he was appointed a member of the Board of Examiners by the Straits Government. His compilation of the "Analytical Index to the Bankruptcy Laws" of the Straits has been found to be a most useful and valuable compendium by the legal profession in the sister colony, where his knowledge of the customs and forelore of the Malay Peninsula secured for him a councillorship in the Singapore Branch of the Royal Asiatic Society.

Shortly before his father's death in 1900, Mr. Noronha returned to Hongkong and soon after associated himself again with the firm of Noronha & Co. whose affairs he assumed joint control of with Mr. J. M. de Castro Basto, his partner, until his death. The deceased was a member of the board of directors of the Club Lusitano, being only yesterday afternoon re-elected for another term of office. Out of respect to the deceased the flag at the Club-house was half-masted to-day, his colleagues on the Board issuing a circular inviting all the members to attend the funeral which takes place to-morrow morning. The cortége will start from Blake Pier at 8 a.m., reaching the R. C. Cemetery, Happy Valley, by 9 a.m.

# COMMERCIAL.

Shanghai advices, of 7th inst., state:—Business reported:—Indo-Chinas at Tls. 91 for July. Farnham, Boyds at Tls. 160 cash, at Tls. 162 for May, at Tls. 164½ for July, and at Tls. 166 for August. Laou-Kung-Mows at Tls. 37½/40 Langkats at Tls. 246/247½ cash, at Tls. 245/247½ for April, at Tls. 250/255 for June, at Tls. 255 for July, and at Tls. 265 for September. Lumbers at Tls. 115. Pulps at Tls. 155 for April.

Business done direct:—Farnham, Boyds at Tls. 165/164 for July. Laou-Kung-Maws at Tls. 40. Langkats at Tls. 237½ cash, at Tls. 242½/245 for April, and at Tls. 255/257½ for July. Pulps at Tls. 155.

SUGAR.

Messrs. Warner, Barnes and Co. write under date Manila, 31st ult., as follows:—

Iloilo.—Market has been easier since our last, 1,000 tons of usual assorted changed hands at P. C. 6, but our to-day's quotation is, nominally, P. C. 5.87½ for usual assorted = at 6m/- exchange 2/0 15/16 to £10. 6. 9. per ton f. o. b. We reduce our estimate of crop this season to 56,250 tons.

RICE.

Market is firmer in sympathy with Saigon, and in view of light stocks, coupled with small arrivals expected, an advance of 45 cents is asked on late prices. We quote No. 2 ordinary white Saigon rice at P.C. 5 ex godown, and for middle of April loading we quote P.C. 5.05 per picul of 137½ lbs. ex godown.

## Shipping—Steamers.

### OCEAN STEAMSHIP CO., LD.
AND
### CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| From | Steamers | Due |
|---|---|---|
| GLASGOW and LIVERPOOL | "TELEMACHUS" | 17th April. |
| GLASGOW and LIVERPOOL | "DIOMED" | 21st April. |
| GLASGOW and LIVERPOOL | "CALCHAS" | 29th April. |
| GLASGOW and LIVERPOOL | "MOYUNE" | 1st May. |
| GLASGOW and LIVERPOOL | "DEUCALION" | 6th May. |
| GLASGOW and LIVERPOOL | "KINTUCK" | 6th May. |
| GLASGOW and LIVERPOOL | "MENELAUS" | 16th May. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | 18th May. |

HOMEWARDS.

| For | Steamers | To sail. |
|---|---|---|
| *GENOA, MARSEILLES & L'POOL | "ALCINOUS" | 20th April. |
| AMSTERDAM, LONDON & ANTWERP | "KAISOW" | 25th April. |
| AMSTERDAM, LONDON & ANTWERP | "JASON" | 9th May. |
| *GENOA, MARSEILLES & L'POOL | "LAERTES" | 20th May. |
| AMSTERDAM, LONDON & ANTWERP | "DIOMED" | 23rd May. |
| AMSTERDAM, LONDON & ANTWERP | "CALCHAS" | 6th June. |
| *GENOA, MARSEILLES & L'POOL | "DEUCALION" | 20th June. |
| AMSTERDAM, LONDON & ANTWERP | "KINTUCK" | 20th June. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| For | Steamers | To sail. |
|---|---|---|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA | "TELEMACHUS" | 20th April. |
| | "NINGCHOW" | 21st May. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th April, 1905. [1

### CHINA NAVIGATION CO., LIMITED.

| For | Steamers | To Sail. |
|---|---|---|
| SHANGHAI | "WOOSUNG" † | 14th April. |
| MANILA | "TEAN" * | 18th " |
| SHANGHAI | "TAIWAN" † | 18th " |
| ILOILO | "SUNGKIANG" * | 21st " |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TAIYUAN" * ‡ | 22nd " |
| CHEFOO and TIENTSIN | "KANSU" | 25th " |
| KOBE | "TSINAN" | 25th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

*N.B.*—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

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AGENTS.

Hongkong, 11th April, 1905. [6

### Hongkong–Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

### CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|---|---|---|---|---|
| ZAFIRO | 2540 | R. Rodger | MANILA | SATURDAY, 15th April, at 10 A.M. |
| RUBI | 2540 | A. H. Notley | " | SATURDAY, 22nd April, at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th April, 1905. [5

### AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTSJAND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).
PROPOSED SAILINGS.

| Steamship | About |
|---|---|
| "ATHOLL" | 15th May, 1905. |
| "NORDPOL" | 15th June, " |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905. [11

### PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
### PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
|---|---|---|---|
| "NICOMEDIA" | 4,370 | Wagner | April 14th, 1905. |
| "NUMANTIA" | 4,370 | Brehmer | April 20th, " |
| "ARABIA" | 4,483 | Bahle | May 11th, " |
| "ARAGONIA" | 5,198 | Schuldt | May 30th, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

12] ALLAN CAMERON, General Agent.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [66

THE AMERICAN SYSTEM OF DENTISTRY.
M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904 [67

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

| | Tons | Captain |
|---|---|---|
| "KWONG CHOW" | 1,309 | J. P. MARTIN. |
| "KWONG TUNG" | 1,238 | H. W. WALKER. |

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17

## Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA
(*Florio and Rubattino United Companies*).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Capt. Belsito, will be despatched as above, TO-MORROW, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 11th April, 1905. [452

REGULAR STEAMSHIP SERVICE TO NEW YORK,
*VIA* PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

| | 1905. | About |
|---|---|---|
| "LOWTHER CASTLE" | 19th April, | 1905. |
| "SAGAMI" | 20th May, | " |
| "HINDUSTAN" | 6th June, | " |
| "ERROLL" | following. | |

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th April, 1905.

### INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For | Steamship | On |
|---|---|---|
| S'GAPORE, PENANG & CALCUTTA | *LAISANG** | WEDNESDAY, 12th April, 3 P.M. |
| AMOY and MANILA | *YUENSANG** | FRIDAY, 14th April, Daylight. |
| SHANGHAI | *HANGSANG*† | MONDAY, 17th April, 4 P.M. |
| TIENTSIN | *WOSANG* | THURSDAY, 20th April, 3 P.M. |
| S'GAPORE, PENANG & CALCUTTA | *NAMSANG** | TUESDAY, 25th April, 3 P.M. |

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 11th April, 1905. [360

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904 [14

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Victoria*.
From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 7th April, 1905. [3

## Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th April, 1905. [8

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 7th April, 1905. [12

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., THIS MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 13th instant, at 9.30 A.M.

All Claims must reach us before the 18th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 7th April, 1905. [3

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 17th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 10th April, 1905. [3

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th April, 1905. [441

## Intimation.

### THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road
Hongkong.

## *HONGKONG METEOROLOGICAL SIGNALS.*

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the food of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks*, *Weather-forecasts*, and *information regarding the existence and movements of typhoons* based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,
*Acting Director.*

Hongkong, Observatory, 2nd January, 1904.

# Shipping.

## Arrivals.

Prinz Heinrich, Ger. s.s., 3,902, P. Grosch, 10th April,—Yokohama 1st April, Mails and Gen.—M. & Co.

Arratoon Apcar, Br. s.s., 2,931, E. Fey, 10th April.—Calcutta via Penang and Singapore 4th April, Gen.—D. S. & Co., Ld.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 10th April,—Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.—D., S. & Co., Ld.

Zafiro, Br. s.s., 1,611, R. Rodger, 10th April,—Manila 8th April, Gen.—S., T. & Co.

Wosang, Br. s.s., 1,076, M. S. Malkin, 10th April,—Woosung 7th April, Gen.—J., M. & Co.

Venus, Am. s.s., 608, A. Aralucea, 10th April,—Manila via Iloilo 6th April, Gen.—Barretto & Co.

Cairo, Nor. s.s., 1,180, Bjonnev, 10th April,—Cardiff 10th Feb., Coal.—Order.

Johanne, Ger. s.s., 952, Ipland, 10th April,—Haiphong 7th April and Hoihow 9th, Rice, Gen., Pigs and Bullocks.—J. & Co.

Laertes, Br. s.s., 1,341, J. B. Jackson, 10th April,—Saigon 6th April, Rice and Gen.—B. & S.

Empress of India, Br. s.s., 3,032, O. P. Marshall, R.N.R., 11th April,—Vancouver, (B.C.) 20th Mar., and Shanghai 8th April, Mails and Gen.—C. P. R. Co.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 11th April,—Swatow 10th April, Gen.—D., L. & Co.

Germania, Ger. s.s., 1,713 Petersen, 11th April,—Canton 10th April, Coal.—J. & Co.

## Clearances at the Harbour Office.

*San Cheong*, for Canton.
*Paul Beau*, for Canton.
*Andree Rickmers*, for Bangkok.
*Hongkong*, for West River.
*Machaon*, for Singapore.
*Shun Lee*, for Kongmoon.
*Pak Kong*, for West River.
*Kwongtung*, for Canton.
*Chan On*, for West River.
*Wosang*, for Canton.
*Skramstad*, for Kobe.
*Laertes*, for Shanghai.
*King Robert*, for Calcutta.
*Wingchai*, for Macao.
*Taming*, for Manila.
*Hoinang*, for Shau-u-tsung.

## Departures.

April. 11.

*Kaifong*, for Iloilo.
*Suevia*, for Singapore.
*Dagny*, for Newchwang.
*Andree Rickmers*, for Bangkok.
*Taming*, for Manila.
*Machaon*, for Singapore.
*Prinz Waldemar*, for Kobe.
*Mathilda*, for Kobe.
*Laertes*, for Shanghai.
*Bourbon*, for Swatow.
*Wosang*, for Canton.

## Passengers arrived.

Per *Arratoon Apcar*, from Singapore—Mrs. Toby and infant, Mrs. Fey and 2 daughters, and 118 Chinese.

Per *Catherine Apcar*, from Calcutta, &c.—Messrs. J. Valentin, M. Morrison, Dr. Mackeson, Miss Byrns, Mrs. Steel, 399 Chinese, and 1 Japanese.

Per *Haiching*, from Swatow—Mrs. Stirling, Messrs. Anderson, A. Macgowan, J. Thomson, T. C. Tono, T. K. Puan, and 158 Chinese.

Per *Empress of India*, from Vancouver—Capt. J. Drake, U.S.A., and Mr. E. Thomas. From Yokohama—Messrs. W. Anderson, T. Sugita and E. Wallace. From Shanghai—Major-General and Mrs. Villiers and Hatton, maid and valet, Major Micklem, R.E., Messrs. L. Carnegie, Lee Shiu Tung, Cousland, R. E. Wrench, F. A. Kofod, Mr and Mrs. E. H. Lamme, and 120 Chinese.

Per *Zafiro*, from Manila—Mr. and Mrs. J. R. Lutz and child, Misses A. L. Crocker, A. M. Magoon, Messrs. Jose Felix, Eugenio Evangelista, Mr. and Mrs. Schell, Mr. and Mrs. Dingnam, Miss Lawrence, Messrs K. Weinrich, W. H. Lawrence, J. H. Bauar, Mariano Velasco, Mr. and Mrs. Hogge and 2 children, Mrs. Snowden, Messrs. Geo E. Brown, McInnes, W. A. Hadden, Lei Chan, Ah Fong, Mr and Mrs. J. Pozas, Mr. A. Estrella, Master Estrella, Messrs. Vicente Genato, F. Ribeiro, Liong Fack Cho, Mrs. and Miss Adams, Messrs. G. D. Adams, Alfonzo Ortiga, W. W. Dary, A. Jordan, J. Montelito, A. Harmessen, G. W. Layde, Blas Carsar, Mrs. Josephine, and 98 Chinese.

Per *Laertes*, from Saigon—Mr. J. T. Brown, and 112 Chinese.

Per *Prinz Heinrich*, from Kobe—Messrs. S. Kojima, C. Nakamura, Mr. and Mrs. J. Dowling, Messrs. Pescio and C. Hirose. From Shanghai—Messrs. A. H. White, E. Pereira, Mrs. Homann, Mr. and Mrs. Sutherland, Mrs. L. Kerr, Messrs. M. Markwitch, Brone, J. Staite, F. M. Cruz and C. Larsen.

Per *Shawmut*, from Manila—Mrs. and Miss Scott, nurse and child, Rev. and Mrs. Dunlop and son, Capt. and Mrs. Morgan, Miss Crosby, Miss Lichtenberg, Mr. and Mrs. Marquardt, Lieuts. Pressy, Baldwin, Major Mair, Mr. Ramades, Capt. and Mrs. Loundes, Misses Seacombe, Foley, Gilman, Capt. Marshall, Misses Clark, McGee, Mrs. Lack and infant, Mr. and Mrs. Stewart, Lieut. and Mrs. Soule, Mr. and Mrs. Squire, Capt. Armstrong, Mr. Weise, Misses MacClellan, Caulfield, Messrs. Linpon, Lorentzen, Leonhardt, Berzman, Perry, Fuller, Mr. and Mrs. Beattie and infant, Messrs. McQuard, Sycip and Cureton.

## Shipping Report.

Str. *Catherine Apcar* from Calcutta:—Strong monsoon and high sea.

Str. *Wosang* from Woosung:—Moderate to light NE'ly breeze, and overcast.

Str. *Haiching* from Swatow:—Light variable airs, smooth sea, fine hazy weather.

Str. *Zafiro* from Manila:—Light to moderate NE. breeze, with N'ly swell till arrival.

Str. *Arratoon Apcar* from Singapore:—Strong NE. monsoons, and heavy swell S. of Padaran, moderate breeze and sea, northern portion.

## Hongkong & Whampoa Dock Returns.

| | | | |
|---|---|---|---|
| U.S.S. Dale............ | at | Kowloon | Dock |
| U.S.S. Decatur ...... | " | " | " |
| Erna ..................... | " | " | " |
| H.M.S. Andromeda... | " | " | " |
| U.S.S. Wisconsin ... | " | " | " |
| Kinshan................ | " | " | " |
| H.M.S Fame ......... | " | Cosmopolitan | " |
| Nicomedia ........... | " | " | " |

## Vessels in Port.

### Steamers.

Bangkok, Ger. s.s., 1,237, F. Burche, 8th April,—Bangkok 31st Mar., Gen.—M. & Co.

Breid, Nor. s.s., 645, I. Falkinan, 9th April.—Saigon 3rd April, Rice and Flour.—Order

Capri, Ital. s.s., 2,717 G. Belsito, 6th April,—Singapore 30th Mar., Gen.—C. & Co

Elisabeth Rickmers, Ger. s.s., 907, G. Götsche, 7th April,—Bangkok 31st Mar., Rice and Wood.—B. & S.

Germania, Ger. s.s., 1,000, H. Flügel, 26th Mar.,—Sydney via Marshall and Marianess Island 9th Feb., Copra.—S. & Co.

Karoon, Br. s.s., 1,343, Simpson, 9th April,—Cardiff 15th Feb., Coals.—D. & Co., Ld.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 3rd April,—Calcutta 18th Mar., Penang and Singapore 28th Mar., Gen.—J., M. & Co.

Lennox, Br. s.s., 2,361, F. McNair, 4th April,—Karatsu (Japan) 31st Mar., Coal.—D. & Co., Ld.

Loyal, Ger. s.s., 1,582, L. Lorenzen, 6th April,—Sourabaya via Labuan 21st Mar., Sugar and Gen.—S., W. & Co.

Nicomedia, Ger. s.s., 4,370, A. Wagner, 7th April,—Portland, Or. via Japan Ports and Moji 1st April, Gen.—P. & A. S. S. Co.

Pitsanulok, Ger. s.s., 1,276, C. Fuchs, 5th April,—Bangkok 29th Mar., Rice and Timber.—B. & S.

Rajaburi, Ger. s.s., 1,180, G. Wendig, 9th April,—Bangkok 31st Mar., Gen.—B. & S.

Shawmut, Am. s.s., 9,606, E. V. Roberts, 10th April,—Manila 7th April, Gen.—D. & Co., Ld.

Siberia, Am. s.s., 5,655, J. T. Smith, 10th—San Francisco 3rd Mar., and Manila 8th April, Mails and Gen.—P. M. S. S. Co.

Spir, Nor. s.s., 870, A. Steen, 6th April,—Saigon 31st Mar., Rice.—Aagaard & Thoresen & Co.

Tartar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April,—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.

Tjilatjap, Dut. s.s., 5,000, H. Koops, 9th April,—Macassar 2nd April, Gen.—J. C. J. L.

Triumph, Ger. s.s., 769, A. Hansen, 8th April,—Foochow 5th April, Amoy 6th, and Swatow 7th, Gen.—J. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 10th April,—Manila 7th April, Gen.—J., M. & Co.

### Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., 1904, Petroleum.—S. O. Co.

S. P. Hitchcock, Am. ship, 2,086, E. V. Gates, 22nd Mar.,—from New York, Oil and Wax.—S. O. Co.

## Steamers Expected.

| *Vessels* | *From* | *Agents* | *Due* |
|---|---|---|---|
| Preussen ...... | Singapore. | M. & Co... | April 12 |
| Glenlochy ...... | Singapore. | McG. & G | April 13 |
| Poona........... | Singapore. | P. & O. Co | April 15 |
| Tonkin ......... | Japan ...... | M. M. ...... | April 17 |
| Namsang ...... | Singapore. | J., M. & Co | April 17 |
| Numantia ...... | Portland.. | P. & A. Co | April 18 |
| Mongolia ...... | Japan ...... | P. M. Co... | April 19 |
| Tydeus .......... | Moji.......... | B. & S. .. | April 23 |
| Claverburn...... | New York. | S., T. & Co | April 25 |
| Arabia .......... | Portland.. | P. & A. Co | May 3 |

## Ships Passed The Canal.

Outward—4th March—*Karoon, Cairo, Allemannia* 7th March—*Indramayo, Fallodon Hall, Annam, Orange, Penna.* 11th March—*Anglia, Queen Alexandra, Dardanus, Stepney, Jebsen.* 15th March—*Glenlochy, Ettrickdale, Ellerbeck, Gaarden, Armand Behic, Langdale, Hebe, Venus, Hatasu, Kalibia.* 17th March—*Ixion, Tsimo, Telemachus.* 21st March—*Poona, Langbank, Prinsesse Marie, Seneca, Preussen, China, Irrol, Yang Tsze, Caffila, Jeanne, Ellia.* 25th March—*Claverburn, Dumbea.* 28th March—*Diomed, Bantu, Prometheus, Senegambia.* 1st April—*Arcadia, Calchas, Yunnan.* 4th April—*Alesia, Benmohr, C. Ferd. Laeisz, Denbighshire, Nippon, Roon, Satsuma, Socotra, Agincourt, Monkseaton, Wik, Transit.* 7th April—*Ernest Simons, Verona.* 8th April—*Baralong, St. Egbert, Indian Monarch.*

**Homeward** — 7th March — *Priam.* 15th March—*Ghazee.* 17th March—*Sithonia.* 28th March—*Ajax, Glenlogan, Ras Issa.* 1st April—*Caledonien, Formosa, Idomeneus, Deucalion, Prinzess Alice.*

**Arrivals at Home**—28th February—*Roon, Armenia, Gisela, Moyune, Selsdon.* 4th March—*C. Ferd Laeisz, Hector.* 6th March—*Shimosa.* 7th March—*Benlomond, Ernest Laos, Simons, Palawan.* 11th March—*Bayern.* 13th March—*Hyson.* 17th March—*Inriam, Zieten.* 21st March—*Polynesien, Johanna.* 25th March—*Himalaya.* 28th March—*Glaucus.* 31st March—*Java.* 1st April—*Gaelic, Ambria, China, Sachsen, Croydon.* 4th April—*Ajax.* 8th April—*Ghazee, Caledonien.*

# Post Office

A Mail will close for:—

Macao—Per *Wingchai*, 12th April, 7.30 A.M.

Canton—Per *Honam*, 12th April, 7.30 A.M.

Singapore, Penang and Bombay—Per *Capri*, 12th April, 10 A.M.

Swatow, Amoy and Foochow—Per *Haiching*, 12th April, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Prinz Heinrich*, 12th April, 11 A.M.

Singapore, Penang and Calcutta — Per *Laisang*, 12th April, 2 P.M.

Swatow and Deli—Per *Johanne*, 12th April, 5 P.M.

Haiphong—Per *Germania*, 12th April, 5 P.M.

Canton—Per *Powan*, 12th April, 5 P.M.

Namtao—Per *Taichun*, 12th April, 5 P.M.

Sanbue—Per *Hoi Fu*, 12th April, 5 P.M.

Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 12th April, 5 P.M.

Macao—Per *Wingchai*, 13th April, 7.30 A.M.

Canton—Per *Hankow*, 13th April, 7.30 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Triumph*, 13th April, 9 A.M.

Manila—Per *Venus*, 13th April, 11 A.M.

Shanghai, Moji, Kobe and Yokohama—Per *Tjilatjap*, 13th April, 11 A.M.

Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per *Shawmut*, 13th April, 11 A.M.

Shanghai—Per *Woosung*, 13th April, 3 P.M.

Shanghai—Per *Hangsang*, 17th April, 3 P.M.

Amoy and Manila—Per *Yuensang*, 13th April, 5 P.M.

Kongmoon, Kumchuk and Kaukong—Per *Sunui* 13th April, 3 P.M.

Canton—Per *Fatshan*, 13th April, 5 P.M.

Namtao—Per *Taichun*, 13th April, 5 P.M.

Sanbue—Per *Hoi Fu*, 13th April, 5 P.M.

Canton—Per *Honam*, 14th April, 7.30 A.M.

Macao—Per *Wingchai*, 14th April, 7.30 A.M.

Yap, Saipan, Ruk, Ponape, Kusaie, Jaluit, Butaritari, Ocean Island, Nauru and Sydney—Per *Germania*, 14th April, 11 A.M.

Canton—Per *Powan*, 14th April, 5 P.M.

Macao—Per *Wingchai*, 15th April, 7.30 A.M.

Manila—Per *Zafiro*, 15th April, 9 A.M.

Canton—Per *Hankow*, 15th April, 5 P.M.

Namtao—Per *Taichun*, 15th April, 5 P.M.

Sanbue—Per *Hoi Fu*, 15th April, 5 P.M.

Canton—Per *Fatshan*, 16th April, 9 A.M.

Kongmoon and Kumchuck—Per *Hongkong*, 16th April, 9 A.M.

Namtao—Per *Taichun*, 16th April, 9 A.M.

Sanbue—Per *Hoi Fu*, 16th April, 9 A.M.

Macao—Per *Wingchai*, 16th April, 8 A.M.

Macao—Per *Wingchai*, 17th April, 7.30 A.M.

Macao—Per *Wingchai*, 18th April, 7.30 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 18th April, 10.30 A.M.

Europe, &c., India, *via* Tuticorin—Per *Tonkin*, 18th April, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 19th April, 11 A.M.

Tientsin—Per *Wosang*, 20th April, 2 P.M.

Manila—Per *Rubi*, 22nd April, 9 A.M.

Europe, &c., India, *via* Tuticorin—Per *Simla*, 22nd April, 11 A.M.

Singapore, Penang and Calcutta — Per *Namsang*, 25th April, 2 P.M.

Kobe—Per *Tsinan*, 25th April, 3 P.M.

Chefoo and Tientsin—Per *Kansu*, 25th April, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 26th April, 11 A.M.

Frederich, Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per *Prinz Wildemar*, 2nd May, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Armand Behic*, 2nd May, 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 6th May, 11 A.M.

## VISITORS AT THE HOTELS.

### HONGKONG.

Aitken, Mrs.
Barnes, P. T.
Bingham, Mr. & Mrs. T. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Blair, D. K.
Boggan, Mr. and Mrs. and infant
Bonar, J. H.
Bonner, E. A.
Bonnet, F.
Bornaud, M.
Bornett, G.
Borthwick, Mrs. R. W. and child
Bowie, Mr. and Mrs. W.
Broughall, L.
Buck, Hart
Bryant, Mr. and Mrs. R. C.
Campbell, Mr. and Mrs. J.
Clark, Hon. Dr. Francis
Clark, T.
Clark, W. G.
Clarke, Mr. and Mrs. M. A.
Crawford, Mr. and Mrs. D. H.
Cunningham, G.
Daland, W. A.
Davies, F. O.
Davis, Mr. & Mrs. L. P.
Davies, Mrs. J. T.
Deacon, F. B.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Easton, W.
Edwards, G. H.
Emerson, A.
Felvus, C. P.
Field, Mrs. A. E.
Fisher, H. G.
Fuqum, S. O.
Gavin, D.
Glover, C.
Grant, A. W.
Gray, H. C.
Grupe, Th.
Hall, Capt. T.
Hanson, J.
Harding, R.
Hardy, Mrs. C. S.
Hart, J. F.
Hergreaves, Miss
Hills, W. H.
Hopper, J.
Hoskyn, H. P.
Hughes, W. T.
Hurst, R.N., Engineer-Capt.
Innes, Capt. R.
Jones, G.
Karcher, Mr. and Mrs.
Kempf, H. H.
Knowles, J. T.
Kirly-Smith, Mrs. R. M. and infant
Lamont, W. A.
Lewis, A. R.
Lombard, J.
Luag, F.
Macke, H. B.
Mamab, A. T.
Marriott, Dr. O.
Marshall, A. F.
Marshall, F. B.
Marston, Mr. and Mrs. F. W.
McAran, T. P.
Merry, W. T.
Miller, Miss
Miller, P. L.
Moir, R.N., Mrs. W. M.
Mollermann, Capt. W.
Moon, Mr. & Mrs. F. M.
Newington, A. G.
Newman, G.
Oliver, E. W.
Oliver, Mr. and Mrs. G. S.
Parfitt, W.
Pattie, Mrs. J. A.
Perkins, Mr. and Mrs. T. L.
Petersen, E.
Pocklington, Mrs. E. and 2 maids
Pocklington, Miss
Ponlof, A. St.
Potts, W. H.
Ranney, F. O.
Ranney, Mrs. F. O.
Roach, Mrs. J. S. and child
Robertson, W. R.
Robson, F. T.
Rhodius, Mr.
Rosenthal, J.
Rutherford, N. H.
Schumacker, W. W.
Schurcher, W.
Schwob, P.
Schwob, M.
Scott, Mr. & Mrs. J. G.
Sickel, Mr. and Mrs. H. B.
Smyth, Mr. and Mrs. F.
Skott, O.
Somerville, Geo.
Soper, C. H.
Squire, C. H.
Staples, P. W.
Stein, A. L.
Thomas, E.
Thornborrow, J.
Trimnell, W. D.
Valentin, J.
Voogdt, Mr.
Walloch, E.
Ward, A. S.
Wemyss, J. L.
Wherry, W. B.
White, Mr. & Mrs. W.
Wilkinson, Sir Hiram
Wilkinson, H. P.
Woolmer, Mr. and Mrs. C. E.
Wrench, R. F.
Yates, Mrs.

### CRAIGIEBURN.

Burnett, H. J. O.
Dann, G. H.
Franklin, G.
Gaskell, Mr. and Mrs.
Morrell, G. E.
Nicholls, E. A.
Riadore, R.N., Lieut.-Commander & Mrs. and children
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Southam, Mr. and Mrs. and child
Smith, H. Percy
Webb, Mr. and Mrs. Montague
Woodward, Mr. & Mrs. and children

### PEAK.

Aucott, E. F.
Atkinson, R. D.
Beattie, J. M.
Beattie, M. P.
Bentwick, Capt. and Mrs. and children
Bunney, Col. and Mrs. F. W. and children
Chichester, Major and Mrs. A. A.
Courtney, G.
Dixon, Mr.
Dymock, Lieut. A.
Fitzwilliams, Capt.
Gales, Capt.
Grant, A. R.
Gröne, Dr. and Mrs.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Hazeland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Holborow, Mr.
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Josling, Major C. L.
Kaye, Major and Mrs.
Lang, Mr.
Louder, Mr.
Martin, R.
Moxon, Mr. and Mrs. Herbert
Muelle, J.
Oliver, Mr. and Mrs.
Ollis, F. B.
O'Neil, J. L. Hough
Painter, Maj. and Mrs.
Parker, R.N., A. R.
Parker, Mrs.
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Pollock, K.C., Mr.
Rymer, Mr. and Mrs.
Sawer, Mrs.
Sinclair, A.
Smith, C. W.
Smith, A. Findlay
Smith, Mr. and Mrs.
Spalckhaver, W. O. C.
Steen, Mr.
Stokes, Mr.
Story, Mr.
Thomson, Mr. & Mrs. W.
Uffel, W. von
Vandin, Gordon
Watkins, R.E., Capt. and Mrs.
White, Dr. and Mrs. M. J.

### OCCIDENTAL.

Andrews, Mrs. and family
Chandler, Lieut.
Fisher, Mr.
Garnell, Mrs. H. J.
Gerard, Capt. J. C.
Hellen, Dr. v. d.
Hollinger, Dr.
Hurly, Major M. R.
Kent, Dr. F.
Kerchoven, Mrs. and daughter
Krill, Mr.
Krubbe, Capt.
Lossner, Mr. and Mrs.
Lowe, Mr. and Mrs. J. C. and daughter
Marchant, Capt. and family
Moser, E.
Mueller, Mr. & Mrs. K.
Munro, Miss A.
Nanpei, E.
Nanpei, H.
Schick, O. F.
Schlackier, Mrs. Capt.
Williams, Mrs. G. W.
Windhorst, L.
Winkelmann, Mr.
Winter, J. R.

### KOWLOON.

Buxton, Lady H.
Brown, Geo.
Carrick, Mr. and Mrs. A. F.
Dingman, Mr. and Mrs. Lewis
Eustace, Bert.
Heriot, R.M.L.I., Capt.
and Mrs. Mackay
Mitchell, Mr.
Stevenson, Lt.-Comdr. and Mrs.
Tuke, Capt. and Mrs.
Watson, Mr. and Mrs. W. H.

## CHINA COAST METEOROLOGICAL REGISTER.

April 11th, 1905, a.m.

| | | Bar. | Th. | Hu. | Wind | | Wr. |
|---|---|---|---|---|---|---|---|
| Vladivostock. | 7 a.m. | — | — | — | — | — | — |
| Nemuro ...... | 6 a.m. | 30.00 | — | — | SW | 6 | — |
| Hakodate ... | " | 30.05 | — | — | SW | 6 | — |
| Tokio ......... | " | 30.22 | — | — | NW | 2 | — |
| Kochi ......... | " | 30.03 | — | — | NE | 6 | — |
| Nagasaki ..... | " | 30.07 | — | — | NE | 2 | — |
| Kagoshima... | " | 30.07 | — | — | NE | 4 | — |
| Oshima ...... | " | 30.00 | — | — | — | 0 | — |
| Naha ......... | " | 29.97 | — | — | — | 0 | — |
| Ishigakijima.. | " | 29.97 | — | — | N | 2 | — |
| Taihoku ...... | 5 a.m. | — | — | — | — | — | — |
| Taichu......... | " | — | — | — | — | — | — |
| Tainan ....... | " | — | — | — | — | — | — |
| Koshun ...... | " | — | — | — | — | — | — |
| Pescadores... | " | — | — | — | — | — | — |
| Weihaiwei ... | 9 a.m. | — | — | — | — | — | — |
| Gutzlaff ...... | " | — | — | — | — | — | — |
| Sharp Peak... | " | — | — | — | — | — | — |
| Amoy ......... | 6.30 a. | 29.98 | 59 | 94 | NE | 1 | or |
| Swatow ...... | " | 29.96 | 62 | 89 | NE | 2 | c |
| Canton ....... | 9 a.m. | 29.95 | 68 | 95 | SE | 2 | o |
| Hongkong ... | 10 a.m. | 29.96 | 66 | 97 | E | 3 | o |
| Victoria Peak | " | — | — | — | SSW | 4 | — |
| Gap Rock ... | " | 29.96 | — | — | E | 3 | — |
| Macao ......... | " | 29.94 | 66 | — | SE | 1 | od |
| Haiphong ... | " | — | — | — | — | — | — |
| Manila ....... | " | — | — | — | — | — | — |
| Bacolod ...... | 9 a.m. | — | — | — | N | 5 | c |
| Iloilo......... | " | 29.93 | 85 | — | ENE | 3 | b |
| Cebu ......... | " | — | 86 | — | — | 0 | b |
| C. St. James. | 10 a.m. | — | — | — | — | — | — |

April 10th, 1905, a.m.

| | | Bar. | Th. | Hu. | Wind | | Wr. |
|---|---|---|---|---|---|---|---|
| Vladivostock. | 7 a.m. | — | — | — | — | — | — |
| Nemuro ...... | 6 a.m. | 29.72 | — | — | SE | 2 | — |
| Hakodate ... | " | 29.62 | — | — | SW | 8 | — |
| Tokio ......... | " | 29.98 | — | — | W | 2 | — |
| Kochi ......... | " | 30.15 | — | — | NW | 0 | — |
| Nagasaki ..... | " | 30.27 | — | — | — | 0 | — |
| Kagoshima... | " | 30.27 | — | — | N | 4 | — |
| Oshima ...... | " | 30.24 | — | — | N | 6 | — |
| Naha ......... | " | 30.21 | — | — | NE | 2 | — |
| Ishigakijima. | " | 30.21 | — | — | NE | 4 | — |
| Taihoku ...... | 5 a.m. | — | — | — | — | — | — |
| Taichu......... | " | — | — | — | — | — | — |
| Tairan......... | " | — | — | — | — | — | — |
| Koshun ...... | " | — | — | — | — | — | — |
| Pescadores... | " | — | — | — | — | — | — |
| Weihaiwei ... | 9 a.m | — | 53 | — | S | 3 | b |
| Gutzlaff ...... | " | 30.34 | 52 | 73 | ESE | 3 | cv |
| Sharp Peak... | " | — | 56 | 87 | NW | 2 | o |
| Amoy ......... | 6.30 a. | 30.22 | 56 | 87 | N | 1 | c |
| Swatow ...... | " | 30.22 | 58 | 76 | NE | 2 | o |
| Canton......... | 9 a.m. | — | — | — | — | — | c |
| Hongkong ... | 10 a.m. | 30.21 | 60 | 68 | E | 3 | o |
| Victoria Peak | " | — | — | — | E | 5 | — |
| Gap Rock ... | " | 30.16 | — | — | ENE | 5 | d |
| Macao ......... | " | 30.17 | 61 | — | NE | 1 | — |
| Haiphong ... | " | — | — | — | — | — | — |
| Manila......... | " | 30.00 | 84 | 64 | WNW | 0 | o |
| Bacolod ...... | 9 a.m. | — | — | — | N | 2 | b |
| Ilo lo ......... | " | 29.97 | 85 | — | NE | 4 | c |
| Cebu ......... | " | — | 86 | — | N | 2 | c |
| C. St. James. | 10 a.m. | — | — | — | — | — | — |

| | April 10 at 10 a.m. | April 10 at 4 p.m. |
|---|---|---|
| Barometer.................. | 30.06 | 29.95 |
| Temperature ............ | 66 | 64 |
| Humidity .................. | 81 | 89 |
| Rainfall..................... | 0.13 | — |

# Intimations.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

| NAME. | CLASS. | TONS. | GUNS. | I.H.P. | CAPTAIN. | LAST REPORTED AT |
|---|---|---|---|---|---|---|
| Alacrity ... ... .. | despatch-vessel... ... ... | 1,700 | 4 | 3,000 | Commander Harbord ... ... ... ... | Hongkong |
| Albion ... ... ... | battleship, 1st class ... ... | 12,950 | 16 | 13,500 | Captain Sydney R. Fremantle ... ... | Hongkong |
| Andromeda ... ... | cruiser, 1st class ... ... | 11,000 | 16 | 16,500 | Captain R. Nelson Ommanney ... ... | Hongkong |
| Astraea ... ... ... | cruiser, 2nd class ... .. | 4,360 | 10 | 7,000 | Captain Lionel G. Tufnell ... ... ... | Yangtsze |
| Bonaventure ... ... | cruiser, 2nd class ... ... | 4,360 | 10 | 7,000 | Captain H. H. Torlesse ... ... ... ... | en route from Esquimalt |
| Centurion ... ... ... | battleship, 1st class ... ... | 10,500 | 14 | 13,000 | Captain Fegan ... ... ... ... ... ... | Hongkong |
| Cherub ... ... ... | water tank and tug ... ... | 390 | — | 300 | — | Hongkong |
| Diadem ... ... .. | cruiser, 1 class ... ... ... | 11,000 | 16 | 16,500 | — | en route to relieve Amphitrite |
| Fame ... ... ... ... | torpedo boat destroyer ... | 306 | 6 | 5,700 | Lieut.-Commander Stevenson ... ... | Hongkong |
| Glory * ... ... ... | battleship, 1st class ... ... | 12,950 | 16 | 13,500 | Captain Hon. Stopford ... ... ... | Hongkong |
| Handy ... ... ... | torpedo boat destroyer ... | 275 | 6 | 4,000 | Reserve ... ... ... ... ... ... ... | Hongkong |
| Hart ... ... ... ... | torpedo boat destroyer | 275 | 6 | 4,000 | Lieut.-Commander Richards... ... ... | Hongkong |
| Hecla ... ... ... ... | special service torpedo-v... | 6,400 | — | 2,400 | Captain E. F. B. Charlton ... ... ... | en route from England |
| Hogue... ... ... ... | cruiser, 1st class ... ... | 12,000 | 14 | 21,000 | Captain Shortland ... ... ... ... ... | Weihaiwei |
| Humber ... ... ... | storeship ... ... ... ... | 1,640 | — | 800 | Lieut. P. M. Riadore ... ... ... ... | Hongkong |
| Iphigenia ... ... ... | cruiser, 2nd class ... ... | 3,600 | 8 | 7,000 | Captain William B. Fawckner ... ... | en route Singapore |
| Janus .. ... ... ... | torpedo boat destroyer ... | 280 | 6 | 3,900 | Reserve ... ... ... ... ... ... ... | Hongkong |
| Kinsha ... ... ... | river gunboat ... ... ... | 85 | 4 | 1,200 | Lieut.-Commander E. V. F. R. Dugmore | Yangtsze |
| Moorhen ... ... ... | river gunboat ... ... ... | 180 | 2 | 800 | Lieut.-Commander F. B. Noble ... ... | West River |
| Ocean * ... ... ... | battleship, 1st class ... ... | 12,950 | 16 | 13,500 | Captain T. G. Greet ... ... ... ... | Hongkong |
| Otter ... ... ... ... | torpedo boat destroyer ... | 350 | 6 | 6,300 | Reserve ... ... ... ... ... ... ... | Hongkong |
| Rambler ... ... ... | surveying-vessel ... ... | 835 | 6 | 650 | Commander C. E. Monro ... ... ... | en route Singapore |
| Robin... ... ... ... | river gunboat ... ... ... | 85 | 2 | 240 | Lieut.-Commander Robert E. Vaughan. | West River |
| Sandpiper ... ... ... | river gunboat ... ... ... | 85 | 2 | 240 | Lieut.-Commander H. T. Atlay ... ... | West River |
| Sirius ... ... ... .. | cruiser, 2nd class ... ... | 3,600 | 8 | 7,000 | Captain C. H. H. Moore ... ... ... | Shanghai |
| Snipe ... ... ... ... | river gunboat ... ... ... | 85 | 2 | 240 | Lieut.-Commander Davidson ... ... | Yangtsze |
| Taku ... ... ... ... | torpedo boat destroyer ... | 250 | 6 | 6,500 | Reserve ... ... ... ... ... ... ... | Hongkong |
| Sutlej ... ... ... ... | cruiser, 1st class ... ... | 12,000 | 14 | 21,000 | Captain W. L. Grant ... ... ... ... | en route Singapore |
| Tamar ... ... ... | receiving ship ... ... ... | 4,650 | 6 | — | Commodore Dicken ... ... ... ... | Hongkong |
| Teal ... ... ... ... | river gunboat ... ... ... | 180 | 2 | 800 | Lieut.-Commander E. Secretan ... ... | Yangtsze |
| Thetis... ... ... ... | cruiser, 2nd class ... ... | 3,400 | 8 | 9,000 | Captain J. A. C. Wilkinson ... ... ... | Singapore |
| Vengeance ... ... | battleship, 1st class ... ... | 12,950 | 16 | 13,500 | Captain Leslie Stuart, C.M.G.... ... ... | On way to Colombo |
| Virago ... ... ... | torpedo boat destroyer ... | 355 | 6 | 6,300 | Lieut.-Commander Gregory ... ... ... | Hongkong |
| Waterwitch ... ... | surveying ship ... ... ... | 620 | 4 | 450 | Commander R. W. Glennie ... ... ... | Hongkong |
| Whiting ... ... ... | torpedo boat destroyer ... | 360 | 6 | 5,900 | Lieut.-Commander C. E. L. Thomas ... | Hongkong |
| Woodcock... ... ... | river gunboat ... ... ... | 150 | 2 | 550 | Lieut.-Commander Hugh Somerville ... | Yangtsze |
| Woodlark ... ... ... | river gunboat ... ... ... | 150 | 2 | 550 | Lieut.-Commander Jno. F. Knox ... | Yangtsze |

* Flag of Admiral Sir Gerard U. Noel Commander-in-Chief.
† Flag of Rear-Admiral the Hon A. G. Curzon-Howe, C.B., C.M.G.

## FRENCH MEN-OF-WAR ON THE CHINA STATION.

| NAME. | FLAG AND DESCRIPTION. | TONS. | GUNS. | H. P. | COMMANDING OFFICERS. | LAST REPORTED AT |
|---|---|---|---|---|---|---|
| Achéron ... ... ... | armoured gunboat ... ... | 1,796 | 10 | 1,700 | Lieut. Ferret ... ... ... ... ... ... | Saigon |
| Argus ... ... ... ... | river gunboat ... ... ... | 123 | — | 500 | Lieut. Jeannel ... ... ... ... ... ... | Canton |
| Avalanche ... ... ... | river gunboat ... ... ... | 140 | 5 | 150 | — | Haiphong |
| Baïonnette ... ... .. | river gunboat ... ... ... | — | — | 150 | — | Saigon |
| Caronade ... ... ... | river gunboat ... ... ... | — | — | 150 | Lieut. Hue... ... ... ... ... ... ... | Saigon |
| Casse-tête ... ... ... | river gunboat ... ... ... | 140 | 5 | 150 | — | Saigon |
| Comète .. ... ... ... | gunboat ... ... ... ... | 525 | 4 | 438 | Lieut. Merveilleux du Vignaux ... ... | Gulf of Siam |
| D'Assas ... ... ... | armoured cruiser ... ... | 4,000 | 31 | 9,500 | Captain Allaire... ... ... ... ... ... | Baie d'Along |
| Décidée ... ... ... | gunboat ... ... ... ... | 645 | 10 | 1,000 | Lieutenant L'Eost ... ... ... ... ... | Baie d'Along |
| Descartes ... ... .. | cruiser... ... ... ... ... | 3,985 | 14 | 5,500 | Commander Amet ... ... ... ... ... | Saigon |
| Estoc ... ... ... ... | river gunboat ... ... ... | 303 | — | — | Lieut. Mère ... ... ... ... ... ... | Haiphong |
| Francisque... ... ... | destroyer ... ... ... ... | 303 | 7 | 6,300 | Lieut. Cotoni ... ... ... ... ... ... | Haiphong |
| Fronde ... ... ... | destroyer ... ... ... ... | 350 | — | 303 | Lieut. Jehenne ... ... ... ... ... ... | Haiphong |
| Guichen † ... ... ... | protected cruiser ... ... | — | — | — | — | Saigon |
| Gueydon ... ... ... | armoured cruiser ... ... | 9,376 | 7 | 20,200 | Capt. Ridoux ... ... ... ... ... ... | Baie d'Along |
| Henri Rivière ... ... | river gunboat ... ... ... | — | — | — | Lieut. Portier ... ... ... ... ... ... | Haiphong |
| Jacquin ... ... ... | river gunboat ... ... ... | 200 | 6 | 308 | Lieut. Corlouer ... ... ... ... ... | Haiphong |
| Javeline ... ... | destroyer ... ... ... ... | 307 | — | 300 | Commander Sagot-Duvauroux ... ... | Haiphong |
| Kersaint ... ... ... | cruiser... ... ... ... ... | 1,250 | 7 | 2,200 | Commander Simon ... ... ... ... | Chemulpo & S'hai |
| Lynx ... ... ... ... | sub-marine... ... ... ... | — | — | — | Armbruster ... ... ... ... ... ... | Saigon |
| Montcalm* ... ... | armoured cruiser ... ... | 9,500 | 12 | 19,600 | Capt. Duval ... ... ... ... ... ... | Baie d'Along |
| Mousquet ... ... ... | destroyer ... ... ... ... | 307 | 7 | 6,300 | Lieut. Prat ... ... ... ... ... ... | Saigon |
| Olry ... ... ... ... | river gunboat ... ... ... | — | — | — | Lieut. Greller ... ... ... ... ... ... | Chungking |
| Peiho ... ... ... ... | gunboat ... ... ... ... | — | — | — | Lieut. Lavissière ... ... ... ... ... | Tongku |
| Pistolet ... ... ... | destroyer ... ... ... ... | 307 | 7 | 6,300 | Lieut. de Reinach-Werth ... ... ... | Saigon |
| Protée... ... ... ... | sub-marine .. ... ... ... | — | — | — | Lieut. Glorieux ... ... ... ... ... | Saigon |
| Redoutable... ... ... | battleship, reserve ... ... | 9,437 | 8 | 6,071 | Commodore C. P. M. Poidlotte ... ... | Saigon |
| Sabre ... ... ... ... | destroyer ... ... ... ... | — | — | — | Lieut. Lebail ... ... ... ... ... ... | Haiphong |
| Styx ... ... ... ... | armoured gunboat ... ... | 1,796 | 10 | 1,700 | Capt. Dupriez ... ... ... ... ... ... | Saigon |
| Bully ... ... ... ... | armoured cruiser ... ... | 10,014 | 38 | 20,000 | Capt. Guiberteau ... ... ... ... ... | Baie d'Along |
| Surprise ... ... ... | gunboat ... ... ... ... | 629 | 2 | 900 | Lieut. Roque ... ... ... ... ... ... | Baie d'Along |
| Takiang ... ... ... | river gunboat ... ... ... | — | — | — | — | Upper Yangtse |
| Takou... ... ... ... | destroyer ... ... ... ... | 250 | 6 | — | Capt. Terquem... ... ... ... ... ... | Saigon |
| Vauban ... ... ... | battleship, reserve ... ... | 6,150 | 23 | 4,560 | — | Saigon |
| Vigilante ... ... ... | river gunboat ... ... ... | 123 | 7 | 500 | Lieut. Brugnon ... ... ... ... ... | Canton |

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

## Mails.

# MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

**The S.S. "TONKIN,"**

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ARMAND BEHIC* ... 2nd May.
S.S. *DUMBEA* ... 16th May.
S.S. *ERNEST SIMONS* ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th April, 1905. [7

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macedonia*, due in London on the 4th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 8th April, 1905. [2

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**NORTHERN PACIFIC LINE.**

**BOSTON STEAMSHIP COMPANY.**

**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | Sailing. |
|---|---|---|---|
| *Shawmut* ... | 9,606 | E. V. Roberts | At April 13 |
| *Tremont* ..... | 9,606 | T. W. Garlick.. | „ April 25 |
| *Lyra* ‡ ..... | 4,417 | G. V. Williams | „ May 15 |

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

| | | | |
|---|---|---|---|
| *Tremont* ..... | 9,606 | T. W. Garlick.. | At April 15 |
| *Lyra* ..... | 4,417 | G. V. Williams | „ May 3 |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 7th April, 1905. [8

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BOOI CHEONG,
昌 寶
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [64

## For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

**PORTLAND CEMENT.**

**$4.50** per Cask 375 lbs. net ex Factory.
**$2.70** per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50

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# TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1905. '57

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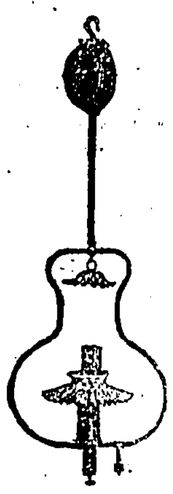
FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54

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# TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61

## To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsoi, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [306n

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TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD

Hongkong, 30th March, 1905. '69

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TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70

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FURNITURE WAREHOUSE.

# LI KWONG LOONG,
李 廣 隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

*AN INSPECTION INVITED.*

Hongkong, 6th December, 1904. [60

# SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP | POSITION AS PER LAST REPORT: RESERVE. | POSITION AS PER LAST REPORT: AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATIONS. |
|---|---|---|---|---|---|---|---|---|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation ..... | 80,000 | $125 | $125 | £1,000,000<br>$8,000,000<br>$250,000 | $1,493,408 | Div. of £1:10/- and bonus of £1 @ exchange 1/11 9/16=$25.46 for second half-year 1904 ..... | 5½ % | $775<br>London £80 |
| National Bank of China, Limited..... | 99,925 | £7 | £7 | $175,533<br>$191,973 | $21,668 | $2 (London 3/6) for 1903 ..... | 5¾ % | $36 buyers |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited ..... | 10,000 | $250 | $50 | $1,400,000<br>81,739 | $150,494 | $17 for 1903 ..... | 6½ % | $285 buyers |
| China Traders' Insurance Company, Limited ..... | 24,000 | $83.33 | $25 | $950,000<br>$151,992<br>$362,366<br>$371,445 | Nil. | $4½ for year ended 30.4.1904 ..... | 7½ % | $58 |
| North China Insurance Company, Limited ..... | 10,000 | £15 | £5 | Tls. 800,000 | Tls. 217,119 | Final of 10/- making £1 for 1903 ..... | 8 % | Tls. 95 sellers |
| Union Insurance Society of Canton, Limited ..... | 10,000 | $250 | $100 | $1,850,000<br>£20,000<br>$372,749<br>$893 110<br>$846,773 | $2,078,997 | $35 for 1903 ..... | 5 % | $700 sellers |
| Yangtsze Insurance Association, Limited ..... | 8,000 | $100 | $60 | $700,000<br>$37,794 | $486,284 | $12 and $3 special div. for 1903..... | 9¾ % | $155 ex div., b. |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited ..... | 20,000 | $100 | $20 | $1,000,000<br>$125,675<br>$2,561 | $329,047 | $6 dividend & $1 bonus for 1903 ..... | 8½ % | $86 sellers |
| Hongkong Fire Insurance Company, Limited..... | 8,000 | $250 | $50 | $1,200,505 | $360,372 | $34 for 1903 ..... | 11 % | $307½ |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| China and Manila Steamship Company, Limited..... | 30,000 | $25 | $25 | $5,000 | $8,832 | $1. for 1904..... | 5 % | $21 sales |
| Douglas Steamship Company, Limited ..... | 20,000 | $50 | $50 | $185,000<br>$85,439 | Nil. | $2 for year ended 30.6.1904 ..... | 5¾ % | $35 sales |
| Hongkong, Canton & Macao Steamboat Co., Ld. ... | 80,000 | $15 | $15 | $250,000<br>$600,000<br>$158,444 | $26,160 | $1 for second half-year 1904 ..... | 9¾ % | $26½ |
| Indo-China Steam Navigation Company, Limited ... | 10,000 | £10 | £10 | £205,000<br>£100,000 | £5,853 | 10/- for 1903 @ 1/10 5/16=$5.378..... | 4½ % | $121 buyers |
| Shanghai Tug and Lighter Company, Limited..... | 200,000 | Tls. 50 | Tls. 50 | Tls. 25,000 | Tls. 43,762 | Tls. 2½ final making Tls. 4½ for 1904 ... | 9 % | Tls. 51 buyers |
| Do. (Preference) | 100,000 | | | | | Tls. 1¾ final making Tls. 3¾ for 1904 ... | 7½ % | Tls. 47 buyers |
| "Shell" Transport and Trading Company, Limited... | 3,000,000 | £1 | £1 | £470,000<br>£4,116 | £58,852 | Interim of 1/- (Coupon No. 5) for 1904 ... | 5 % | 21/- sales |
| "Star" Ferry Company, Limited..... | 10,000 | $10 | $10 | $60,000 | $1,287 | $1.80 & b. 40 cts / $0.90 & b. 20 cts. for year ending 30.4.04 | 5½ % | $37½ buyers |
| | 10,000 | $10 | $5 | $15,093 | | | 4½ % | $28½ buyers |
| Straits Steamship Company, Limited ..... | 5,000 | $100 | $100 | $400,000<br>$ 21,075<br>$130,153 | $21,231 | $10 for 1904 ..... | 8 % | $125 sales |
| Taku Tug and Lighter Company, Limited ..... | 30,000 | T.Tls. 50 | T.Tls. 50 | Tls. 126,000<br>Tls. 276,679 | Tls. 6,190 | Final of Tls. 1¾ making Tls. 3¼ for 1904 ... | 10¾ % | Tls. 30 sellers |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited ..... | 20,000 | $100 | $100 | $450,000 | $42,812 | Final of $15 making $20 for 1904 ..... | 9 % | $225 sales |
| Luzon Sugar Refining Company, Limited..... | 7,000 | $100 | $100 | none | Dr. $85,987 | $3 for 1897..... | ... | $27 sales |
| Perak Sugar Cultivation Company, Limited ..... | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 1,635 | Tls. 2½ for year ending 30.9.04 ..... | 4¾ % | Tls. 55 buyers |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ld..... | 1,000,000 | £1 | £1 | £40,000 | £7,820 | No. 3 of 1/6 ..... | ... | Tls. 7½ sales |
| Oriental Consolidated Mining Company, Limited ... | 50,000 | G $10 | G. $10 | none | G $672,093 | 50 cents making G. $1 for 1904 ..... | 5¾ % | G $17½ sales |
| Raub Australian Gold Mining Company, Limited | 150,000 | £1 | 18/10 | £4,873 | Dr. £4,029 | No. 12 of 1/-=48 cents ..... | ... | $4 buyers |
| | 50,000 | £1 | £1 | | | | | |
| Société Francaise des Charbonnages du Tonkin ..... | 16,000 | Fcs. 250 | Fcs. 250 | Fcs. 251,337<br>Fcs. 1,529,652 | Fcs. 85,706 | Final of Fcs. 25 making Fcs. 55 for 1903.. | ... | $490 |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Geo. Fenwick & Co., Limited ..... | 6,000 | $25 | $25 | $70,000 | $8,577 | $3.75 for 1904 ..... | 10½ % | $36 sales |
| Hongkong & Kowloon Wharf and Godown, Co., Ld. | 40,000 | $50 | $50 | $58,473<br>$10,000<br>$300,000<br>$250,000 | $29,422 | Final of $2½ making $5 for 1904 ..... | 4¾ % | $107 sales |
| Hongkong and Whampoa Dock Company, Ld. ..... | 50,000 | $50 | $50 | $33,500 | $498,289 | $6 dividend and $1 bonus for 2nd half-year 1904 ..... | 6¾ % | $204 |
| Howarth Erskine, Limited ..... | 12,000 | $100 | $100 | $60,000 | ..... | $10 div. & $5 bonus for year end. 30/6/04 . | 6½ % | $745 buyers |
| New Amoy Dock Company, Limited ..... | 6,000 | $6¾ | $6¾ | $55,500 | $489 | $1½ for 1903 ..... | 5½ % | $22½ sellers |
| Riley Hargreaves & Co., Limited..... | 6,000 | $100 | $100 | $150,000 | $40,936 | $10 div. and $2½ bonus / $7 dividend ..... for 1903 ..... | 5¾ % | $225 buyers |
| Do. (Preference)..... | 2,750 | | | | | | 6¾ % | $111 |
| S. C. Farnham, Boyd & Co., Limited ..... | 55,200 | Tls. 100 | Tls. 100 | Tls. 900,000 | Tls. 48,153 | Tls. 5 interim for 1904/5 ..... | 8 % | Tls. 159 |
| Shanghai and Hongkew Wharf Company ..... | 32,000 | Tls. 100 | Tls. 100 | Tls. 487,710<br>Tls. 59,880 | Tls. 10,711 | Final of Tls. 6 making Tls. 10 for 1904. .. | 6 % | Tls. 177½ sales |
| Tanjong Pagar Dock Company, Limited ..... | 37,000 | $100 | $100 | $2,100,000 | $206,615 | $20 for 2nd half year making $26 for 1904 | 7½ % | $385 buyers |
| Yangtsze Wharf and Godown Company, Limited..... | 2,500 | Tls. 100 | Tls. 100 | Tls. 17,500 | Tls. 2,762 | Tls. 18 for 1904..... | 9¾ % | Tls. 187 sales |
| LANDS, HOTELS & BUILDING. | | | | | | | | |
| Astor House Hotel Company, Limited (Shanghai) ... | 30,000 | $25 | $25 | none | $9,989 | $2½ for year ended 30.6.1904 ..... | 8 % | $31 |
| Astor House Hotel, Limited (Tientsin) ..... | 2,000 | T.Tls. 50 | T.Tls. 50 | Tls. 41,000 | Tls. 655 | Interim of Tls. 4 ..... | 6 % | Tls. 150 sellers |
| Hongkong Hotel Company, Limited ..... | 12,000 | $50 | $50 | $10,000<br>$10,000 | $3,554 | $5 for second half-year making $10 for 1904 | 7½ % | $140 buyers |
| Hongkong Land Investment and Agency Co., Ld. ... | 50,000 | $100 | $100 | $250,000 | $37,875 | Final of $6 making $12 for 1904 ..... ... | 9½ % | $128 sales |
| Hotel des Colonies Company, Limited (Shanghai) ... | 9,000 | Tls. 25 | Tls. 25 | Tls. 13,956 | Tls. 680 | Tls. 0.87½ for the year ending 31.3.1904 ... | 4½ % | Tls. 21 buyers |
| Humphreys Estate & Finance Company, Limited ... | 150,000 | $10 | $10 | $200,994<br>$50,000 | $11,958 | 90 cents for 1904 ..... | 7½ % | $12.40 buyers |
| Kowloon Land and Building Company, Limited..... | 6,000 | $50 | $30 | none | $377 | $3 for 1904..... | 7½ % | $39½ |
| Shanghai Land Investment Company, Limited ..... | 52,000 | Tls. 50 | Tls. 50 | Tls. 828,813<br>Tls. 170,000 | Tls. 40,066 | Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 ..... | 7¾ % | Tls. 115 sales |
| Tientsin Hotel des Colonies, Limited..... | 1,400 | Tls. 50 | Tls. 50 | none | Tls. 670 | Tls. 5 for 1904 ..... | 10 % | Tls. 47 |
| Tientsin Land Investment Company, Limited ..... | 7,726 | Tls. 100 | Tls. 100 | Tls. 67,300 | Tls. 725 | Final of Tls. 4 making Tls. 7 for 1904 ..... | 5½ % | Tls. 125 |
| Wei-hai-wei Land and Building Company, Limited... | 3,764 | Tls. 25 | Tls. 25 | none | Tls. 5,150 | None ..... | ... | Tls. 12 buyers |
| West Point Building Company, Limited ..... | 12,500 | $50 | $50 | none | $1,247 | Final of $1.70 making $3.20 for 1904 ..... | 5½ % | $55 |
| COTTON MILLS. | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ld.... | 15,000 | Tls. 50 | Tls. 50 | none | Tls. 11,655 | Tls. 4 for year ended 31.10.1903 ..... | 12¾ % | Tls. 32½ buyers |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited..... | 125,000 | $10 | $10 | none | $22,862 | 50 cents for the year ending 31.7.04..... | 3 % | $16½ buyers |
| International Cotton Manufacturing Company, Ld.... | 10,000 | Tls. 75 | Tls. 75 | Tls. 50,000<br>Tls. 35,227 | Tls. 13,629 | Interim of 3 % a/c 1898 ..... | ... | Tls. 30 buyers |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ld. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 10,000 | Interim of 4 % a/c 1898 on 6,000 shares ... | ... | Tls. 40 sales |
| Soy Chee Cotton Spinning Company, Limited..... | 2,000 | Tls. 500 | Tls. 500 | Tls. 8,115 | Tls. 22,050 | 4 % for 1897 ..... | ... | Tls. 150 |
| CIGARS AND TOBACCO COS. | | | | | | | | |
| Alhambra, Limited ..... | 300 | $200 | $200 | $779 | nil | $125 for year ending 30.6.1900 ..... | ... | $100 |
| Philippine Company, Limited ..... | 67,500 | $10 | $10 | ..... | ..... | First year ..... | ... | $9½ sellers |
| Shanghai-Sumatra Tobacco Company, Limited ..... | 30,000 | Tls. 20 | Tls. 20 | Tls. 24,820<br>Tls. 25,000 | Tls. 1,091 | Final of Tls. 6 making Tls. 9..... | 13½ % | Tls. 68 sales |
| MISCELLANEOUS. | | | | | | | | |
| A. S. Watson & Co., Limited ..... | 90,000 | $10 | $10 | $250,000<br>$25,000 | $2,883 | Interim of 50 cents for 1904 ..... | 8 % | $12¾ buyers |
| Anglo-German Brewing Company, Limited ..... | 4,000 | $100 | $100 | none | ..... | First year ..... | ... | $115 sales |
| Bell's Asbestos Eastern Agency, Limited ..... | 8,604 | 12/6 | 12/6 | none | £161 | 6d. per share for 1903 ..... | 5 % | $5½ |
| Campbell, Moore & Co., Limited ..... | 1,200 | $10 | $10 | $8,000 | $1,182 | $3 for 1904..... | 8½ % | $36 |
| Central Stores, Limited ..... | 6,000 | $15 | $12 | $20,000 | $1,253 | Interim of $1.20 for 1904 ..... | 11¾ % | $21 sellers |
| Do. (Founders')..... | 123 | | | | | None ..... | ... | $100 |
| Do. (New Issue) ..... | 24,000 | $15 | $7½ | | | Preferential of 7 per cent for 1904..... | 7 % | $8 sellers |
| China-Borneo Company, Limited..... | 60,000 | $12 | $12 | none | Nil. | 60 cents for 1903 ..... | 4¾ % | $14½ |
| China Flour Mill Co., Limited..... | 4,000 | Tls. 50 | Tls. 50 | Tls. 30,000 | Tls. 718 | Tls. 5 for 1904 ..... | 7¾ % | Tls. 65 |
| China Light and Power Company, Limited ..... | 30,000 | $10 | $10 | none | $3,739 | None ..... | ... | $10 |
| China Provident Loan & Mortgage Company, Ld. ... | 100,000 | $10 | $10 | $8,0000 | $1,581 | 80 cents for 1904 ..... | 9½ % | $8¾ sales |
| Dairy Farm Company, Limited ..... | 25,000 | $7½ | $6 | ..... | ..... | $1½ for year ending 31.7.1903 ..... | ... | $15 buyers |
| E. L. Mondon, Limited ..... | 7,000 | Tls. 50 | Tls. 50 | none | Dr. Tls. 152,318 | Tls. 5 for 1902 ..... | ... | Tls. 25 sales |
| Fraser and Neave, Limited ..... | 4,500 | $60 | $50 | $112,500 | $2,706 | $5 div. and $2½ bonus for 1903 ..... | 7½ % | $160 |
| Green Island Cement Company, Limited ..... | 100,000 | $10 | $10 | $400,000 | | $2 for 1904 ..... | 7½ % | $27 sales |
| Do. (New Issue)..... | 50,000 | $10 | $5 | $25,000 | $95,054 | First Year ..... | ... | $17 sales |
| Hall & Holtz, Limited ..... | 21,000 | $20 | $20 | $186,000 | $13,104 | Interim of $1..... | 13 % | $25 sales |
| Hongkong & China Gas Company, Limited..... | 7,000 | £10 | £10 | £23,109<br>£3,000 | £7,625 | £1 div. and 2/- bonus for 1903 ..... | 7½ | $160 buyers |
| Hongkong Electric Company, Limited ..... | 30,000 | $10 | $10 | none | $1,747 | $1.00 / 50 cents for year ending 30.4.1904 ..... | 6 % | $17 buyers |
| | 30,000 | $10 | $5 | | | | 5 % | $11 buyers |
| Hongkong High-Level Tramways Company, Ld..... | 1,250 | $100 | $100 | $50,000 | $2,795 | $15 for year ending 30.11 1904 ..... | 7½ % | $200 buyers |
| Hongkong Ice Company, Limited ..... | 5,000 | $25 | $25 | $60,000 | $5,356 | Final of $13 making $17 for 1904..... | 7 % | $245 |
| Hongkong Rope Manufacturing Company, Ld. ..... | 10,000 | $50 | $50 | $60,000 | $11,137 | $10 for 1904 ..... | 7 % | $145 ex div. |
| Hongkong Steam Waterboat Company, Limited..... | 15,000 | $10 | $10 | $2,500 | $299 | Final of 70 cts. and 50 cts. bonus making $1.50 for the year ended 30.9.04..... | 10 % | $11½ sales |
| Katz Brothers, Limited ..... | 10,000 | $100 | $100 | $475,000 | $3,400 | $8 for 1904 ..... | 6 % | $135 buyers |
| Lane, Crawford & Co., Limited (Shanghai) ..... | 2,500 | $100 | $100 | none | $21,582 | Interim of $5..... | 8 % | $135 buyers |
| Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited ..... | 25,000 | Gs. 100 | Gs. 100 | Tls. 528,210<br>Tls. 19,465 | Tls. 35,849 | 1st quarterly of Tls. 7½, paid 15.3.05..... | 12 % | Tls. 235 buyers |
| Maynard and Company, Limited..... | 3,400 | $10 | $10 | none | ..... | $2 for year ended 31.10.1904 ..... | 9 % | $23 sales |
| S. Moutrie & Company, Limited ..... | 4,000 | $50 | $50 | $5,000 | $832 | Final of $3 making $5 for the year ending 30.6.04..... | 9 % | $55 sales |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ld.. | 1,200 | $50 | $50 | None | Dr. $5,537 | None ..... | ... | $50 |
| Shanghai Gas Company, Limited ..... | 16,000 | Tls. 50 | Tls. 50 | Tls. 145,000<br>Tls. 108,172 | Tls. 8,011 | Final of Tls. 5 making Tls. 6½ for 1904 ... | 7¾ % | Tls. 112 sales |
| Shanghai Horse Bazaar Company, Limited ..... | 5,400 | Tls. 50 | Tls. 50 | Tls. 45,000 | Tls. 10,247 | Tls. 5 for 1903 ..... | 5½ % | Tls. 88 sales |
| Shanghai Pulp and Paper Company, Limited ..... | 4,500 | Tls. 100 | Tls. 100 | Tls. 25,000 | Tls. 6,968 | Final of Tls. 8 making Tls. 14 for 1904 ... | 9½ % | Tls. 155 sales |
| Shanghai Waterworks Company, Limited..... | 7,200 | £20 | £20 | Tls. 140,000 | Tls. 7,369 | Final of 37/6 making 52/6 for 1904 ..... | 6 % | Tls. 410 |
| Singapore Dispensary, Limited ..... | 600 | $50 | $50 | $20,000 | $1,769 | $6¼ for year ended 31.7.1904 ..... | 8 % | $80 |
| South China Morning Post, Limited ..... | 6,000 | $25 | $25 | none | Dr. $39,020 | None ..... | ... | $23 sales |
| Steam Laundry Company, Limited ..... | 5,000 | $ 5 | $ 5 | none | $3,644 | 60 cents for year ended 31.5.04..... | 8½ % | $7 buyers |
| | 10,000 | $ 5 | $ 3 | | | First year ..... | ... | $4½ buyers |
| Straits Ice Company, Limited ..... | 2,000 | $100 | $100 | $25,000 | $700 | $10 for second half year 1904 ..... | 14 % | $125 sales |
| Straits Trading Company, Limited ..... | 250,000 | $10 | $10 | $750,000<br>$50,000 | $84,813 | $1 div. and 35 cents bonus for half year ended 30.9.1004..... | 6½ % | $41½ buyers |
| Tientsin Native City Waterworks Company, Ld ..... | 2,941 | Tls. 100 | Tls. 100 | none | Tls. 2,025 | Tls. 2 for half year ..... | ... | T.Tls. 110 |
| Tientsin Waterworks Company, Limited ..... | 2,000 | T.Tls. 100 | T.Tls. 100 | Tls 15,259 | Tls. 2,211 | Final of Tls. 4 making Tls. 8 for 1903/4 ... | 6¾ % | T.Tls. 139 |
| United Asbestos Oriental Agency, Limited ..... | 9,900 | $10 | $4 | $20,000 | $480 | 90 cents / $29.70 for year ended 31.5.1904..... | 9¾ % | $9½ buyers |
| Do. (Founders') | 100 | $10 | $10 | | | | 16¾ % | $180 buyers |
| William Powell, Limited ..... | 12,000 | $10 | $10 | $3,000 | $588 | Interim of 50 cents for year 1904/1905..... | 10½ % | $11½ ex div., b. |

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